

*

UMASS/AMHERST

*



312066 0285 2692 5

Jack 1981-82



Digitized by the Internet Archive
in 2014

<https://archive.org/details/massachusettssta9809mass>



Commonwealth
of
MASSACHUSETTS



GOVERNMENT DOCUMENTS
COLLECTION
JUL 15 1983
University of Massachusetts
Depository Copy

STATE
RAIL PLAN
1980 Update



MASSCENTRAL

GRAFTON AND UPTON
RAILROAD CO.



Prepared By The
Executive Office of
Transportation and Construction

February 1981

Commonwealth of Massachusetts:

Edward J. King
Governor

Executive Office of Transportation and Construction:

Barry M. Locke
Secretary

James F. O'Leary
Undersecretary

Paul E. McBride
Assistant Secretary

John H. McCabe
Director of Railroad Operations

Mary A. Nelson
Railroad Program Planner

Principal staff author:

Thomas J. Humphrey
Transportation Operations Analyst

Clerical and Graphics support:

Central Transportation Planning Staff



The Commonwealth of Massachusetts

Executive Office of Transportation & Construction

One Ashburton Place

Boston, Massachusetts 02108

BARRY M. LOCKE
SECRETARY

February 27, 1981

Mr. Robert W. Blanchette, Administrator
Federal Railroad Administration
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Blanchette:

Submitted herewith are ten copies of the Massachusetts State Rail Plan 1980 Update for your review and approval in conformance with Title 49 of the Code of Federal Regulations Part 266.

A draft of this Plan Update was circulated to a wide range of individuals and groups including railroad operators, railroad users, railroad labor organizations, municipal officials, Congressmen, key state legislators, state and regional planning agencies, and private interest groups.

On February 12, 1981 a public hearing was held in Boston on the Draft State Rail Plan. Written notice of the public hearing was published in the 29 major newspapers throughout the Commonwealth of Massachusetts one week prior to the date of the public hearing.

Seven persons testified at the public hearing which was recorded. The recording is available to you and members of the public for review.

Thirteen persons testified relative to the importance of maintaining railroad freight service along the Ware River Secondary Track on a long-term basis. One person testified relative to the importance of retaining the existing track structure in place on the Holyoke Secondary Track between Westfield and Southwick. One person testified to register general satisfaction with the draft plan.

As of the date of this letter, this Office has received written comment on the Draft Plan from 18 parties. All comments received, either orally at the public hearing or in writing, were reviewed and, where appropriate, were incorporated in the final plan submission. These written comments are also available for review.

Mr. Robert W. Blanchette
Page 2

Attached to this letter, please find the A-95 review prepared by the state clearinghouse in accordance with federal and state regulations.

Our objective in preparing this plan was to produce a document useful to all those interested in the Massachusetts railroad system as well as to meet basic federal planning and funding requirements.

Should you or your staff have any questions with respect to the Plan Update, please contact me or Assistant Secretary Paul E. McBride.

Very truly yours,

Barry M. Locke
Secretary

BML:PMB:gmb

enc.



Commonwealth of Massachusetts

Executive Office of Communities and Development



Edward J. King, Governor
Byron J. Matthews, Secretary

100 Cambridge Street Room 1404 Boston, Massachusetts 02202 (617) 727-7755

February 17, 1981

Secretary Barry L. Locke
Executive Office of Transportation
and Construction
One Ashburton Place
Boston, MA 02108

Re: A-95 Review: State Rail Plan 1980 Update
State Application Identifier: 810116-0040

Dear Secretary Locke:

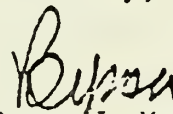
The Massachusetts Draft State Rail Plan 1980 Update has been received for review. This state plan, as a requirement for federal funding, encourages businesses to continue or increase their use of rail service and to minimize loss of existing jobs.

During our review of your plan, a notice was published in the A-95 Review Monitor, which is distributed to over fifty state agencies. Any interested agency was provided with the opportunity to evaluate your proposal for consistency with its particular policies and objectives. No state agency comments have been received.

The Executive Office of Communities and Development has also reviewed your plan and as no conflicts or issues were identified, we find this plan to be adequate and consistent with existing state plans and policies.

Thank you for your cooperation during this review process.

Sincerely,


Byron J. Matthews
Secretary

CC: Mr. McBride

PREFACE

The 1980 Massachusetts State Rail Plan has been prepared by the Massachusetts Executive Office of Transportation and Construction (EOTC) pursuant to rules promulgated by the United States Department of Transportation in part 266 of Title 49 of the Code of Federal Regulations. In order to be eligible for funding under the Federal Rail Service Assistance Program, the Commonwealth must have a Rail Plan which has been approved by the Administrator of the Federal Railroad Administration (FRA) and must update the Plan at least on an annual basis. The initial Massachusetts State Rail Plan was published in 1975 and was updated in 1976, 1977 and 1978.

Because of new regulations which substantially changed the requirements for content of State Rail Plans, several States, including Massachusetts, were permitted to omit the issuance of 1979 Updates to their Rail Plans. Rather than attempt to amend the former Massachusetts State Rail Plan to conform to the revised regulations, the EOTC has taken this opportunity to prepare an entirely new Plan.

The FRA encourages States to issue Rail Plans that will serve as useful and informative documents for the public in general in addition to satisfying basic requirements. The EOTC agrees strongly with this policy. It is intended that the 1980 Massachusetts State Rail Plan will provide a reference source not only for persons with a direct interest in the Massachusetts Rail Assistance Program, but also for persons seeking information about the Massachusetts Railroad system as a whole, or about the transportation planning process in the Commonwealth in general.

Illustrations in the Plan include seven new maps. A complete inventory of active rail lines in the State is provided in Appendices B, C, and D.

CONTENTS

- I. Background and Objectives of the Rail Assistance Program
- II. The Rail System in Massachusetts
- III. Railroad Passenger Service in Massachusetts
- IV. Line Status Report
- V. The Massachusetts Rail Assistance Program
- VI. The Massachusetts Rail Banking Program
- VII. Rail Projects Funded from Sources Other than the Rail Assistance Program
- VIII. The Transportation Planning Process in Massachusetts
- IX. Program of Projects
- X. Response to FRA Comments

APPENDICES

- A. Draft Benefit-Cost Methodology
- B. Detailed Descriptions of Conrail Routes
- C. Detailed Descriptions of Boston and Maine Corporation Routes
- D. Detailed Descriptions of Class II and III Railroad Company Routes
- E. Description of Commuter Rail Service in Massachusetts
- F. Intercity Rail Passenger Service in Massachusetts
- G. Summary of Massachusetts Statutes Related to EOTC Involvement in Rail Planning
- H. Data Sources

CHAPTER I

BACKGROUND AND OBJECTIVES OF THE RAIL ASSISTANCE PROGRAM.

A. Background

1) The 3R Act. The viability of railroad freight and passenger service in the New England region has long been a matter of great concern for the Commonwealth of Massachusetts. The bankruptcies of the region's two largest railroad companies, the Boston and Maine Corporation and the Penn Central Transportation Company in March and June 1970, respectively, heightened this concern. The current Federal and Massachusetts Rail Assistance programs have their origin in the Regional Rail Reorganization Act of 1973 (3R Act), which was enacted by Congress in response to the bankruptcies of Penn Central, the B&M, and several other major railroads in the Northeast.

The 3R Act created the Consolidated Rail Corporation (Conrail) and the United States Railway Association (USRA). Conrail was to acquire certain lines of the bankrupt railroads, as designated in a Final System Plan prepared by the USRA. Railroads that transferred the majority of their lines to Conrail were to be permitted to abandon their remaining lines. Most of the railroads eligible to transfer their lines to Conrail did so, but the Boston and Maine chose to pursue reorganization under the traditional bankruptcy procedures applicable to railroads.

To help ease the impact of the massive rail line abandonments that were expected to accompany the implementation of Conrail, Section 304 of the 3R Act provided that a

line excluded from the Conrail system could not be abandoned if "a shipper, a State, the United States, a local or regional transportation authority or any responsible person" agreed to provide a subsidy covering the difference between avoidable cost and revenue, and including a reasonable rate of return to the railroad company owning the property if the line was not purchased outright. Service under such a subsidy could be provided by Conrail or by any other contractor selected by the party offering the subsidy. Contractors for such lines subsequently became known as "designated operators".

Section 402 of the 3R Act authorized Federal grants to States or local or regional transit authorities to cover up to 70 percent of the cost of continuation subsidies for up to two years. Additional funding in the form of grants or loans was authorized for the purpose of rehabilitating lines which were to receive service continuation subsidies. States were also eligible for loans covering up to 70 percent of the cost of acquiring lines which would otherwise have been abandoned. Under the original legislation, however, a State which received a loan to purchase a line would have become ineligible for service continuation assistance on that line.

As a prerequisite to receiving Federal funds for rail service continuation subsidies, a State was required to establish a State Rail Plan to be administered by a designated State agency. The 3R program was to be confined to a Region of 17 states plus the District of Columbia. The Region included Massachusetts, and under Chapter 859 of the Acts of Massachusetts for 1975, the Executive Office of Transportation and Construction (EOTC) was designated as the State's principal rail planning agency.

2) The 4R Act. The Conrail system was implemented on April 1, 1976. Shortly before that, Congress had enacted the Railroad Revitalization and Regulatory Reform Act of 1976 (4R Act). The 4R Act significantly revised and expanded the Federal Rail Assistance Program. For the States in the original Region established by the 3R Act, Federal funding for rail service continuation subsidies and rehabilitation projects was raised to a maximum of 100 percent for the first 12 months after the implementation of Conrail and 90 percent for the next 12 months. States were also permitted to use Federal funds for acquisition of lines without losing subsidy assistance. Because of limited total funds, and use of an entitlement formula based on mileage, it was impossible to provide maximum funding for all projects proposed by States, however.

The 4R Act also established a separate Rail Assistance program for the 33 States not included in the 3R Region. This program provided that if any railroad received approval from the Interstate Commerce Commission to abandon a line, the abandonment would not become effective if any financially responsible party, including a government agency agreed to provide a service continuation subsidy covering the avoidable cost of operating the line or agreed to purchase the line. Federal assistance to States was authorized for such operating assistance or acquisition. In addition, funds were authorized for rehabilitation or improvement of lines, and for projects to reduce the cost of loss of rail service in a manner less expensive than continuing service. The Federal share was to be 100 percent from July 1, 1976 to June 30, 1977, and decline ten percent each year thereafter reaching 80 percent in the year ending June 30, 1979. From July 1, 1979 to June 30, 1981 the Federal share was to be 70

percent, subject to availability of funds. States in the 3R Region were to be included in this Assistance program following the expiration of the two year 3R program.

3) The Local Rail Service Assistance Act of 1978.

The Federal Rail Assistance program established by the 4R Act was amended by the Local Rail Service Assistance Act of 1978. This Act provided that any rail line that had formerly been eligible for Federal Assistance for service continuation or acquisition because of exclusion from the Conrail system or because of approval of abandonment by the Interstate Commerce Commission between February 5, 1976 and October 1, 1978 would remain eligible for funds only until September 30, 1981. Any rail line for which abandonment was approved after October 1, 1978 could receive service continuation assistance for a maximum of 36 months.

The Act also revised the rehabilitation assistance program to include certain lines that had not been abandoned. Any line that has carried less than three million gross ton miles per mile per year during the previous year is now eligible for rehabilitation assistance, provided that abandonment has not been approved and that any pending abandonment application for the line has been withdrawn. If an abandonment application for any line has been approved, the line is eligible for rehabilitation funding if the application was filed between February 5, 1976 and December 31, 1978, or the application was filed earlier and approved during that time. Any abandoned line eligible for assistance under these standards is eligible only until September 30, 1981.

B. Objectives

The Massachusetts State Rail Assistance Program was developed within the context of the Federal legislation discussed in Section A. The program is further constrained by various Massachusetts laws which are summarized in Appendix G. Section 266.15 C.1. of the Federal Rail Assistance Regulations requires each State to list the objectives of its rail program. The objectives of the Massachusetts program appear below. The program is discussed more fully in Chapter V.

1. Preserve essential rail freight transportation services that would otherwise be abandoned.

The Commonwealth currently subsidizes freight service on seven railroad branch lines formerly operated by the Penn Central Transportation Company. The lines were all excluded from the United States Railway Association's Final System plan for restructuring railroads in the Northeast and Midwest. Without provision of the subsidies, shippers on these lines would have lost rail service as of April 1, 1976, with unacceptable impacts to the economy of the areas involved.

The Commonwealth continually monitors branch line abandonment proceedings initiated by all railroads within the state. When appropriate, additional lines may be placed in the subsidy program. Lines currently in the program may be removed, if the justification for subsidy no longer exists.

2. Improve the physical plant on branch lines in order to increase quality and safety of service and reduce operating and maintenance expenses.

Major upgrading projects have been completed on four of the seven subsidized lines. This has resulted in raising of speed limits on the lines from as low as eight mph to 25 mph at most points. This significantly reduces running time, and therefore improves competitiveness with other modes and reduces labor cost. Rehabilitated track is able to withstand load stresses much better than deteriorated track. As a result, much less expense is required to maintain the status quo on rehabilitated lines. The chance of derailments is also reduced as track condition improves. The Commonwealth intends to assist in additional rehabilitation projects in the future.

3. Encourage businesses to continue or increase their use of rail service whenever this results in effective utilization of resources.

Attraction of new rail traffic for which revenue exceeds avoidable cost can help to reduce the deficit and the subsidy requirement for branch line operation. In some cases, however, avoidable cost of new traffic could exceed revenue so attraction of this traffic would only increase subsidy cost. In some cases shippers may be better off paying surcharges on the commodities already shipped by rail than by diverting to rail additional traffic that is carried more efficiently by other modes. The Commonwealth has worked and will continue to work with shippers on branch lines in determining the optimal mix of transportation services to meet their needs.

4. Preserve abandoned railroad rights of way having strong potential for future transportation or other public use, where such preservation is consistent with the goals of the local communities contiguous to the lines.

Public preservation of railroad rights of way in Massachusetts pre-dates the Rail Service Assistance Program. Sections of several former rail routes in the Commonwealth have been acquired by cities or towns for recreational uses such as hiking and bicycle paths. The Massachusetts Bay Transportation Authority now owns over 450 miles of railroad lines and abandoned rights of way in Massachusetts. Some of these lines are used for passenger and freight service, some for freight only, and some are not used currently but have been preserved for possible future use.

The Commonwealth itself owns two segments of abandoned railroad lines having potential future demand for freight service. Acquisition of additional lines is planned.

5. Minimize loss of existing jobs and encourage creation of new jobs, especially in sections of the Commonwealth having chronic high unemployment rates.

Availability of rail service may be the critical factor in determining whether or not certain firms will remain in business in the Commonwealth. Many firms considering opening plants place availability of rail service high on their lists of requirements as well. Consequently by preserving rail service, the Commonwealth can save existing jobs and generate additional employment. Some of the lines currently under subsidy serve areas where unemployment has been a persistent problem.

6. Keep operation of subsidized lines in the private sector, with service provided either by the established railroad companies or by qualified new short line operators.

Of the seven branch lines currently under subsidy, six are operated for the Commonwealth by the Consolidated Rail Corporation (Conrail). The seventh line was formerly operated by Conrail also, but is now being operated by the Massachusetts Central Railroad, a private company incorporated for such purposes. Performance is being monitored closely to determine whether short line or trunk line operation of branches is better suited to the needs of the Commonwealth. There are no plans for direct operation of freight service by any existing or proposed agency of the Commonwealth.

7. Allocate Federal, State, and local funds available for the Rail Assistance Program in the manner producing maximum overall benefit.

Each state is entitled to Federal Rail Assistance Funds in proportion to the number of miles of rail line in the state meeting eligibility requirements for such funds, except that each state is entitled to at least one per cent of total funding. Massachusetts falls in the one per cent category, and is therefore entitled to approximately \$900,000 each year. If all potential assistance projects in the Commonwealth were funded, the cost would far exceed this amount. It is therefore necessary to establish priorities, and to fund those projects that will produce maximum benefit within the budget constraints.

To date, all Federal rail assistance funds received by Massachusetts have been applied to operating subsidies, maintenance, rehabilitation, and lease payments on the seven former Penn Central Branch lines. Under present regulations, Federal funding eligibility for these lines will expire September 30, 1981. The Commonwealth must therefore find alternate funding sources for these lines if they are to remain in operation after that date.

The Rail System in Massachusetts

A. Overview

Massachusetts is currently served by seven operating railroad companies. Of these, two are Class I Railroads (gross revenue in excess of \$50 million per year), one is a Class II Railroad (gross revenue between \$10 million and \$50 million per year), and four are Class III Railroads (gross revenue under \$10 million per year). Four of the seven railroads operate directly into other states. Three have operations confined to the Commonwealth but interchange traffic with interstate railroads. Service is provided on approximately 1,350 railroad route miles in Massachusetts. The operating scales of individual companies within the state range from Conrail's 665 route miles down to the Fore River Railroad's two miles.

Most of the railroad freight carried in Massachusetts is interstate traffic, because point to point distances within the state are relatively short, making truck service very competitive. The maximum separation of any two towns in the state is about 250 miles by highway. In discussing the Massachusetts rail system, it is essential to consider its relationship to the regional and national rail networks as well as the service it performs within the state.

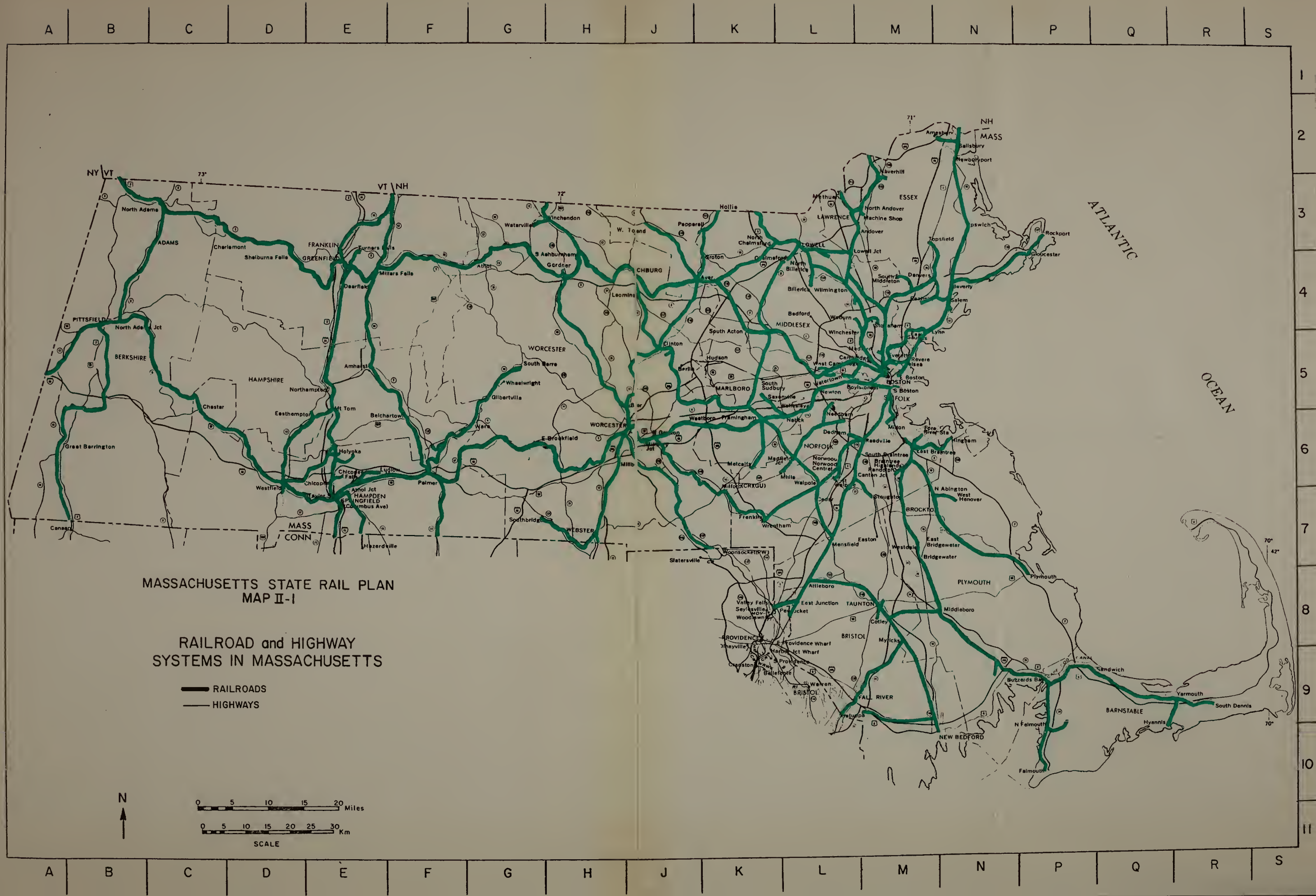
Seventy-two per cent of rail shipments with New England destinations originate outside of New England and nearly one quarter of New England rail shipments originate west of the Mississippi River. Outbound carloads travel a shorter average distance but 52% of all cars originating in New England have destinations outside of New England. Only 11% of New England originated traffic is destined for

points west of the Mississippi.

The nature of the industries in New England results in substantial imbalance in rail carloads originating and terminating in the region. In 1977 for every carload of rail freight originating in New England 1.7 cars terminated in New England. In Massachusetts the imbalance was even greater, with 2.7 terminating cars for every originating car.

The Massachusetts railroad system is depicted on Map II-1. The most heavily used rail route serving the Commonwealth is the Conrail New England Division Main Line, formerly the Boston and Albany Railroad. This line extends to Boston from a point on the Hudson River south of Albany, N.Y., where it connects with a line into Conrail's Selkirk, N.Y. yard. All traffic destined for Conrail points in New England except southwestern Connecticut enters Massachusetts on this line. At Selkirk, there are connections with Conrail lines extending west to Chicago and St. Louis and south to Washington, D.C. Massachusetts points served directly by the New England Division Main Line include Pittsfield, Springfield, Worcester and Framingham. Further details about the New England Division Main Line appear in Appendix B.

The second most heavily used rail route serving Massachusetts is actually a combination of portions of three Boston and Maine Corporation Main Lines and two branch lines which form a route between Mechanicville, New York and Portland, Maine. This route consists of part of the Fitchburg Route Main Line between Mechanicville and Willows (Ayer) Mass. (154.2 mi.) the entire Stony Brook Branch from Willows to North Chelmsford (10.9 miles) part of the New Hampshire Route Main Line from North Chelmsford to Bleachery (Lowell) (3.9 miles), the entire Lowell Branch from Bleachery to Lowell Junction (7.6 miles) and part of the Western Route Main Line from Lowell Junction to Rigby Yard (South Portland), Maine, (91.4 miles).



pe

Th
s
to
o
t
w
o

T
T
i
B
f
w
v
E
C
l
W
t
S
a

T
i
M
i
M
M
t

l
l
a

Most Boston and Maine Corporation traffic moving between points west and south of New England and points in Massachusetts, New Hampshire and Maine uses at least part of the Mechanicville-Portland route. At Mechanicville, traffic is interchanged with the Delaware and Hudson Railroad for Montreal, Buffalo and Washington, D.C. At Rotterdam Junction, N.Y., 21 miles west of Mechanicville on the Fitchburg Route, the B&M interchanges traffic with Conrail. At South Portland, the B&M interchanges traffic with the Maine Central Railroad and the Grand Trunk Railway via the Portland Terminal Company. Fifty per cent of Maine Central interline traffic travels over this route. Massachusetts points served directly by the Mechanicville-Portland route include North Adams, Greenfield, Fitchburg, Ayer, Lowell, Lawrence, and Haverhill. The various segments of the Mechanicville - Portland route are described in further detail in Appendix C.

The third most heavily used rail route serving Massachusetts is the Boston and Maine Connecticut River Route Main Line, which runs from Springfield, Massachusetts to White River Junction, Vermont, a distance of 123.2 miles. Between East Northfield, Massachusetts and White River Junction, this line is used jointly by the Central Vermont Railway and the Boston and Maine, with some segments of the line owned by each company.

North of White River Junction, the Central Vermont Railway Main Line provides a link to its parent system, the Canadian National Railway, near the international border at East Alburg, Vermont. The Boston and Maine Berlin Route Main Line provides a link between the Connecticut River Route at White River Junction and the Canadian Pacific Railway at Wells River, Vermont. The B&M and the Canadian Pacific operate daily through freight trains between White River Junction and Newport, Vermont, near the international border.

At its southern terminus, the Connecticut River Route connects with the Conrail New England Division Main Line and the Amtrak/Conrail New Haven-Springfield Main Line. At Greenfield, the Connecticut River Route crosses the B&M Fitchburg Route Main Line, which forms part of the Mechanicville-Portland route described previously. The B&M's largest freight yard, East Deerfield, is located on the Fitchburg Route east of the Connecticut River Route crossing. A one mile branch known as the East Deerfield loop provides access into the yard from the Connecticut River Route.

Further details about the Connecticut River Route appear in Appendix C. The individual railroad companies operating in Massachusetts are discussed in Sections B through H of this Chapter, and further details about their routes appear in Appendices B, C, and D.

B. Consolidated Rail Corporation (Conrail)

1. General Description and Background

The Consolidated Rail Corporation was established under the Regional Rail Reorganization Act of 1973 (3R Act) for the purpose of acquiring and operating certain lines of bankrupt railroad companies in the Northeast and Midwest. Lines to be acquired by Conrail were identified in the Final System Plan of the United States Railway Association (USRA), which was also established by the 3R Act. Conrail commenced operations pursuant to the Plan on April 1, 1976. Conrail is organized as a "for-profit" corporation, not as a government agency, but it has required substantial federal funds to cover capital improvements and operating losses.

In Massachusetts all lines taken over by Conrail were operated by the Penn Central Transportation Company prior to April 1, 1976. The Penn Central System in Massachusetts was in turn made up of former routes of the New York Central Railroad, and the New York, New Haven and Hartford Railroad (New Haven Railroad). The New York Central was merged with the Pennsylvania Railroad forming Penn Central on February 1, 1968, and the New Haven was merged into the Penn Central on December 31, 1968. All New York Central lines in Massachusetts were once part of the Boston and Albany Railroad which was leased to a predecessor of the New York Central in 1900. The New Haven System was formed through a series of mergers of numerous smaller companies, but most of its lines in Massachusetts were once part of either the Old Colony Railroad, the Boston and Providence Railroad or the New England Railroad.

Prior to its inclusion in Penn Central, the New Haven Railroad had been in bankruptcy since July 1961. Penn Central declared bankruptcy in June 1970.

Conrail currently operates 665 route-miles of railroad in Massachusetts. This includes 604 route-miles that are part of the Conrail system as established by the Final System Plan and 61 route-miles that are serviced by Conrail under contract with the Commonwealth. Under the 3R Act, a line excluded from Conrail in the Plan could be kept in operation if a government agency or other responsible party contracted with a "designated operator" to provide service on the line. Conrail currently serves as designated operator for six former Penn Central lines in Massachusetts.

Of the 604 route-miles that are part of the basic Conrail system, 452 are owned by Conrail, 131 are owned by the Mass. Bay Transportation Authority, and 21 are owned by various other agencies and railroads. Conrail has perpetual operating rights over most of these lines. A more detailed description of Conrail lines in the Commonwealth appears in Appendix B.

Conrail operates no passenger service in Massachusetts for its own account. The daily Lake Shore Limited is operated by Conrail on the New England Division Main Line under contract with Amtrak.

2. 1979 Traffic, Revenues and Expenses

In 1979, Conrail operated 1,221,000 freight train-miles in Massachusetts producing an estimated 36,062,000 loaded car-miles and 23,535,000 empty car-miles.

Prior
Railroad
Penn

Contract
Massachusetts
of the
Plan and
contract
included
if a
with a
Contract
mer Pe

Of the
system
Bay Tr
other
ing ri
script
Append

Contract
its ow
by Con
tract

2. 19

In 197
Massachusetts
miles

For 1979, Conrail reported a systemwide net loss of 178 million dollars.

3. Potential Line Abandonments

Conrail does not currently have abandonment applications pending on any lines in Massachusetts, but major service adjustments including abandonments or substantial rate increases are likely in the near future. The Staggers Rail Act of 1980 requires Conrail, the USRA, and the U.S. Department of Transportation to conduct independent evaluations of the future of Conrail, and to submit final recommendations concerning the future structure and activities of Conrail not later than April 1, 1981.

The Commonwealth will make every reasonable effort to ensure the continuation of essential rail service. In light of the large Conrail losses, and the relatively limited subsidy money available, it is impossible to guarantee that every current rail user in Massachusetts will continue to receive rail service indefinitely, however.

4. Details of Routes

Further details about Conrail routes operating in Massachusetts appear in Appendix B

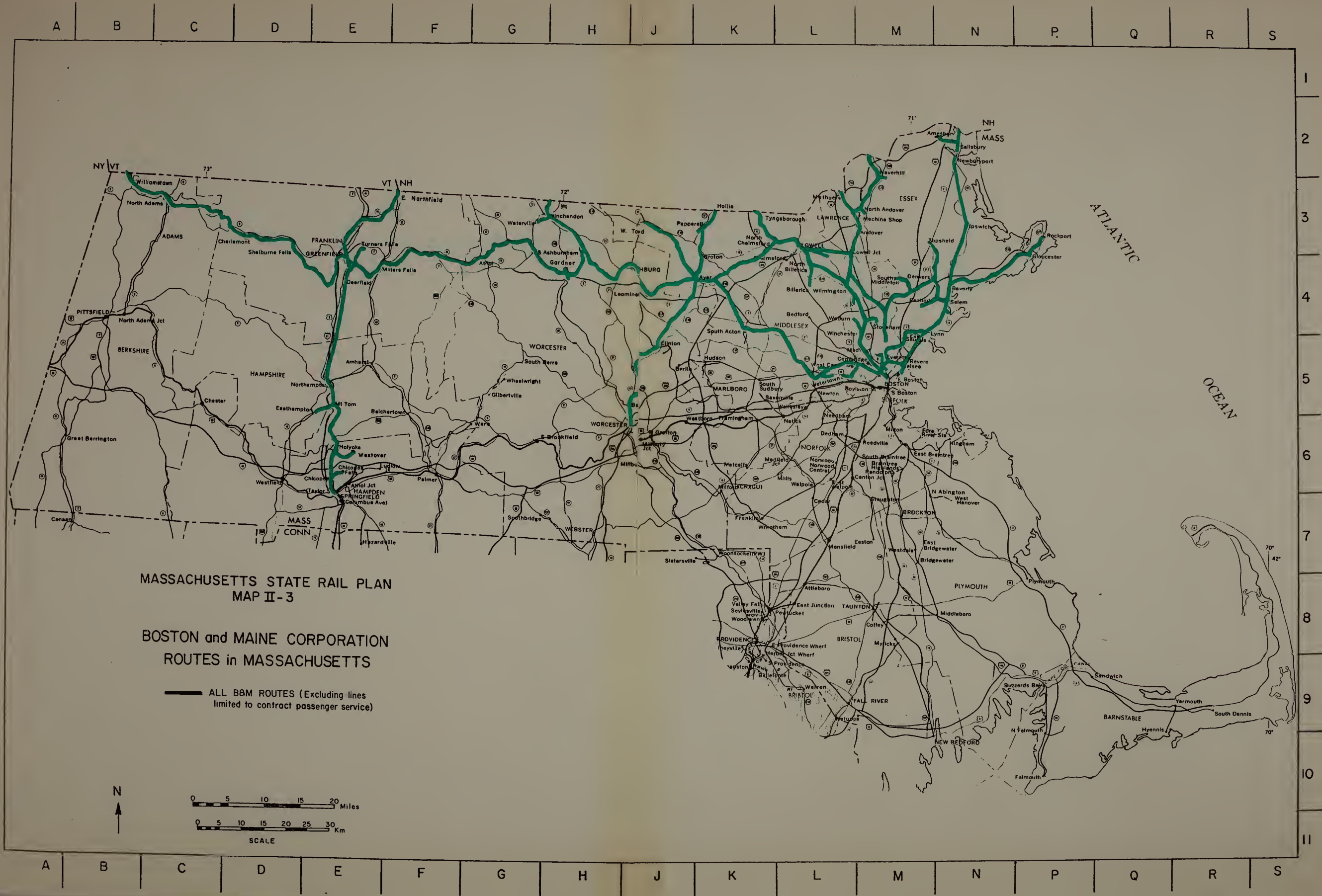
C. Boston and Maine Corporation, Debtor (B & M)

1. General Description and Background

The Boston and Maine Corporation was organized in 1964 as successor to the Boston and Maine Railroad which had been incorporated in 1919 as a reorganization of an 1835 New Hampshire corporation. The present corporation has been in bankruptcy since March 12, 1970. The system operated by the Boston and Maine Railroad was formed through a series of mergers of numerous smaller companies. Most B & M lines in Massachusetts, if not acquired directly by the Boston and Maine Railroad were once part of either the Eastern Railroad, the Boston & Lowell Railroad, the Fitchburg Railroad, or the Connecticut River Railroad.

The Boston and Maine Corporation currently operates freight service over approximately 515 railroad route-miles in Massachusetts. Of these, 260 route-miles are owned by the B & M. The remaining mileage is owned by the MBTA, with the B & M holding perpetual operating rights for freight service. Outside of Massachusetts the B & M operates approximately 740 route miles in Maine, New Hampshire, Vermont, and New York. A more detailed description of Boston and Maine lines in the Commonwealth appears in Appendix C.

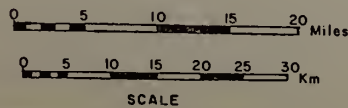
The Boston and Maine Corporation currently operates no passenger service in Massachusetts for its own account. It does, however operate commuter trains on five former B & M lines and on four former Penn Central lines under contract with the MBTA. The B & M also operates the daily Montrealer over its Connecticut River Route Main Line under contract with Amtrak.



MASSACHUSETTS STATE RAIL PLAN
MAP II-3

BOSTON and MAINE CORPORATION
ROUTES in MASSACHUSETTS

— ALL B&M ROUTES (Excluding lines
limited to contract passenger service)



C. Boston

1. G

The B
succe
incor
Hamps
in ba
the B
of me
in Ma
and M
Railr
road,

The E
servi
Massa
B & M
the I
servi
appro
Verm
Bosto
Appe.

The
enge
does
line
with
over
with

2. 1979 Traffic, Revenues and Expenses

Freight traffic figures for Massachusetts alone are not readily available. On a system-wide basis, in 1979 the B & M operated 1,677,000 freight-train miles, producing 48,769,000 loaded freight car-miles and 40,309,000 empty freight car-miles. The Corporation's railroad operating revenue in 1979 was \$107,492,000, compared to operating expense of \$110,862,000, leaving a net operating deficit of \$2,552,000.

With the aid of proceeds from the sale of rights of way and rolling stock to the MBTA, the Boston and Maine has reduced funded debt from \$110 million to \$52.5 million. The Trustees of the Corporation filed an amended plan of reorganization with the Boston Federal District Court on Dec. 30, 1980.

3. Recent Abandonments

a. General

Since the last update of the Massachusetts State Rail Plan was published, the Boston and Maine has filed abandonment applications for several branch lines in Massachusetts. All of these have been approved.

b. Maynard Branch

Abandonment of the 2.2 mile Maynard Branch was approved effective April 16, 1979. This line had been out of service for several years due to lack of demand, and EOTC found no reason to oppose abandonment. The right of way is owned by the MBTA and will therefore be preserved for possible future mass transit needs.

c. Freight Cut-Off

Abandonment of a 1.3 mile segment of the Fitchburg Freight cut-off between Cedar Street, Somerville and North Cambridge was approved effective July 23, 1979. This abandonment was made necessary by the construction of the MBTA's Red Line rapid transit extension. The abandoned line was used primarily

for operation of through freight trains between the Fitchburg Route Main Line and the B & M Somerville yards. Prior to implementation of the abandonment, clearance improvements were made on the New Hampshire Route Main Line permitting through freight to be shifted to that route.

d. Greenville Branch

Abandonment of the segment of the Greenville Branch between West Townsend, Mass. and Greenville, N.H., a distance of 11.97 miles was approved effective July 23, 1979. Approximately two miles of the abandoned line were in Massachusetts. The entire abandoned segment had been out of service for several years due to track conditions and limited demand, and EOTC found no reason to oppose the abandonment. The portion of the right of way within Massachusetts is owned by the MBTA and will be preserved for possible future mass transit service.

e. Wheelwright Branch

Abandonment of the Wheelwright Branch was approved effective November 3, 1980. This line consisted of four separate segments of B & M track totalling about 19.5 miles, and two segments of B & M operating rights totalling 19.53 miles over lines owned by the Central Vermont Railway and the Penn Central Corporation. The Central Vermont segment is part of the CV Main Line and will continue to be served by the CV. The Penn Central segment is part of the Ware River Secondary Track currently served by the Massachusetts Central Railroad as designated operator for the Commonwealth.

The 2.1 mile B & M segment from the Ware River secondary at Creamery to Wheelwright had been out of service since April 1974 when the mill at Wheelwright ceased operations. Originally it was believed that preservation of rail service was critical to re-use of the mill complex. The present mill tenant makes no use of rail service, however. Therefore the Commonwealth has no plans to acquire this segment.

The 0.7 mile B & M spur track from the Ware Yard to the Ludlow Company has been operated by the Massachusetts Central Railroad under ICC Car Service Orders since January 1, 1979. Service had been suspended for several years prior to that date. The Ludlow Corporation is now one of the major traffic generators for the Ware River Secondary Track. The Commonwealth intends to acquire this line in order to maintain service.

The 6.8 mile B & M segment between Forest Lake Junction on the Ware River Secondary Track and Canal Junction on the Central Vermont Railway serves a single user at Bondsville. The Massachusetts Central Railroad has been operating the segment from Forest Lake Junction to Bondsville under Car Service Orders since March 1980. This segment had been out of service since about 1975 due to bad track conditions. The B & M had been serving Bondsville from Canal Junction until about 1978. The shipper at Bondsville makes very limited use of rail service at present, and is reportedly considering relocation for reasons unrelated to rail service.

In order to enhance the possibility of future industrial development at Bondsville, the Commonwealth has agreed to purchase the segment between Forest Lake Junction and Bondsville from the Boston and Maine. The segment between Bondsville and Canal Jct. will not be retained, because it would only provide redundant access to Bondsville and because it would be the more costly of the two access routes to maintain and operate.

The 9.9 mile B & M segment between Norwottuck and Northampton has been out of service since 1979 because of track conditions. Several former customers located on this segment in Amherst have expressed interest in receiving rail service again. The Massachusetts Central Railroad is very much interested in operating this segment, which would not

connect with its other operation on the Ware River Secondary Track. A benefit-cost analysis will be performed to determine whether preservation of this line by the Commonwealth is justified.

f. Lexington Branch

Abandonment of the 10.7 mi. Lexington Branch was to have become effective in December 1979, but was postponed because of a change in regulatory procedures prior to that date. Although there were several different rail users on the line, total traffic had been very light since 1977 when the largest user re-located. It is in the interest of the Commonwealth for service on this branch to be discontinued at least on a temporary basis because construction of the MBTA's Red Line rapid transit extension requires immediate use of 1300 feet of the right of way near West Cambridge. Restoration of the track would be possible, if necessary after completion of the Red Line construction. By order of the United States District Court for the District of Massachusetts dated September 9, 1980 the Boston and Maine was authorized to discontinue service on the Lexington Branch during the Red Line construction. A further ruling would be required to make the discontinuance permanent. The MBTA owns the entire Lexington Branch right of way, and the court order specifies that no track is to be removed outside of the construction area. Future transportation and land use plans in the Lexington Branch Corridor require permanent abandonment of the railroad. The Commonwealth will continue to work with interested parties to obtain Federal Court approval for this abandonment.

g. Central Massachusetts Branch and Marlboro Branch

Abandonment of the Central Massachusetts Branch between Waltham North and Berlin, a distance of 21.7 miles and of the Marlboro Branch between Marlboro and Gleason Junction on the Central Massachusetts Branch, a distance of 5.2 miles was approved by order of the United States District Court for the District of Massachusetts dated October 3,

1980. The Marlboro Branch had been out of service between Hudson and Marlboro since 1972 due to deteriorated track and lack of demand. There were no shippers with private sidings on this segment. Much of the rail had been removed by unauthorized parties prior to the abandonment approval. The segment between Gleason Junction and Hudson only served team track business at Hudson.

The Central Massachusetts Branch had been out of service west of Gleason Junction since 1975 due to poor track and lack of demand. This segment had mostly served team track business at Berlin. The largest remaining shippers on the Central Massachusetts Branch prior to abandonment were two lumber companies located in Sudbury. These shippers will still be served by a Conrail branch at South Sudbury.

Neither any shipper nor any municipality opposed the final abandonment proceedings for the Central Massachusetts Branch or the Marlboro Branch, although there had initially been some opposition. Because of poor track conditions service on both branches was embargoed effective September 11, 1980 while the abandonment case was still pending. Both branches are already owned by the MBTA, so the rights of way will be preserved for possible future public use. The Commonwealth does not plan to take any action to restore freight service on the Central Massachusetts Branch or the Marlboro Branch.

4. Details of Routes

Further details about Boston and Maine routes operated in Massachusetts appear in Appendix C. Passenger service operated by the B & M for the MBTA is described in Chapter 3 and in Appendix E.

D. The Central Vermont Railway, Inc. (CV)

1. General Description and Background

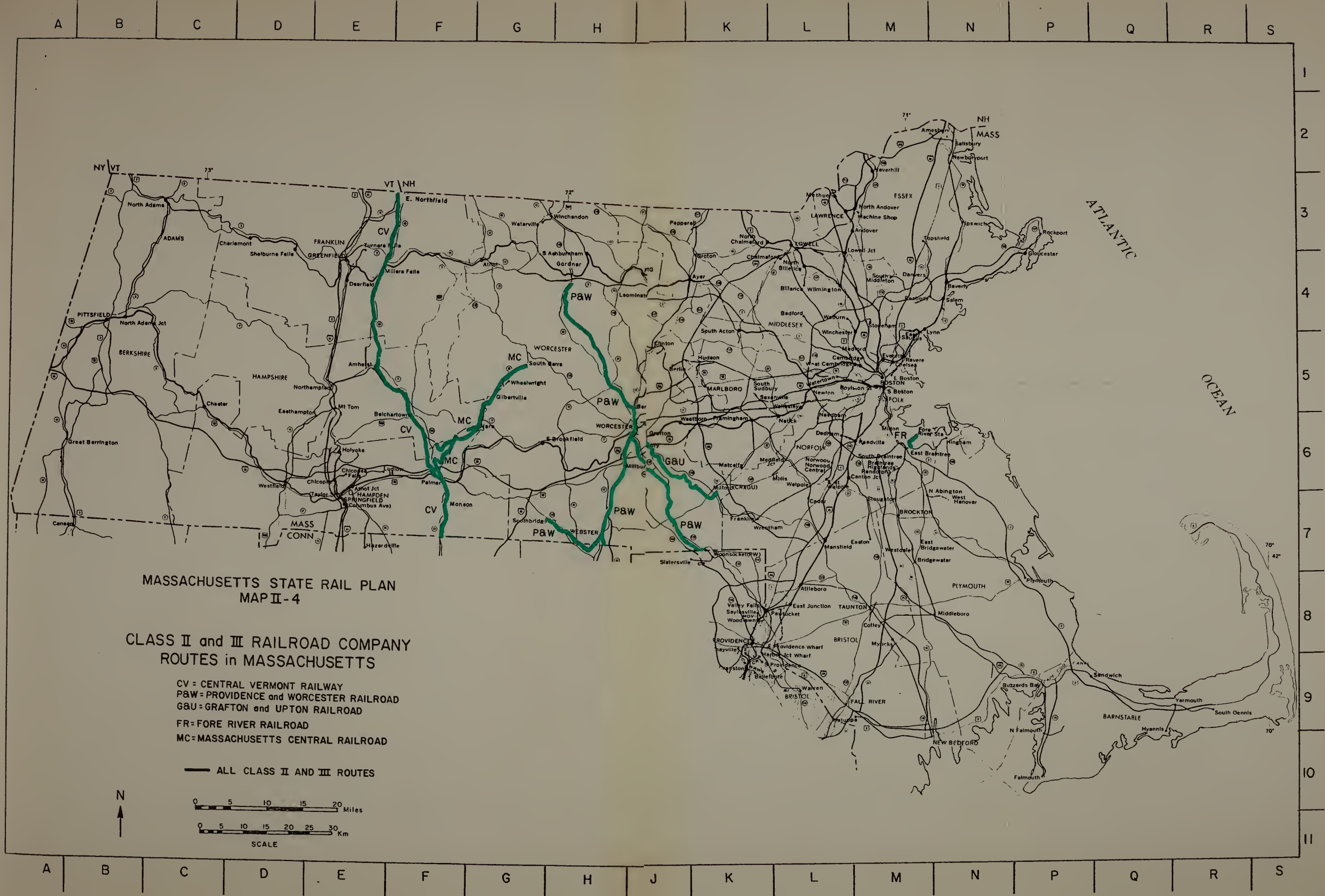
The Central Vermont Railway was incorporated in August 1929 as a reorganization of a similarly named company, the origin of which dated from the 1840s. All stock of the CV is owned by the Grand Trunk Corporation, which is in turn owned by the Canadian National Railway Company. The CV Main Line between New London, Connecticut and East Alburg, Vermont runs through the Commonwealth from the Connecticut line at Monson to the Vermont line at East Northfield, a distance of 55 miles. The CV has no other lines in Massachusetts except for industrial and yard tracks. The entire Central Vermont system consists of 303 owned route-miles and 74 route-miles of operating rights in Connecticut, Massachusetts, New Hampshire, Vermont, and the Province of Quebec. The Central Vermont currently operates no passenger trains within Massachusetts. There is, however, a proposal to re-route Amtrak's Montrealer over the Central Vermont between Palmer and East Northfield, subject to construction of a new connecting track at Palmer.

2. Revenues and Expenses

Traffic statistics for the Central Vermont for Massachusetts alone are not readily available. In 1978 the CV as a whole had railroad operating revenues of \$15,057,000 and operating expenses of \$14,026,000, producing net revenue of \$1,031,000. A total of 282,335 freight-train miles were operated, producing 6,075,400 loaded freight-car miles and 5,174,000 empty freight-car miles. Terminating and "bridge" cars heavily dominated the CV's traffic picture, with only five per cent of all tonnage handled originating on the CV. The major commodities carried by the CV are pulp, paper and allied products, food and kindred products, and lumber and wood products.

3. Further Information

Additional information about the Central Vermont's line in



Massachusetts appears in Appendix D.

E. Providence and Worcester Railroad Company

1. General Description and Background

The Providence and Worcester Railroad Company is a wholly-owned subsidiary of the Providence & Worcester Company, which was incorporated in 1978 as the Providence and Worcester Holding Company and took its present name on October 1, 1980. On the same date, the new Company acquired all stock of the previous Providence and Worcester Company which had been incorporated in July 1968, and had acquired all stock of the Providence and Worcester Railroad in July 1969. As a result of these transactions, the Providence and Worcester Railroad became the operating company.

The Providence and Worcester Railroad was originally incorporated separately in Rhode Island and Massachusetts in 1844. The Massachusetts Corporation was merged into the Rhode Island Corporation in 1845. The Company's main line between Providence and Worcester was opened in 1847. In 1892 the P & W was leased to the New Haven Railroad for 99 years, after being operated for three years by another company absorbed by the New Haven.

When the New Haven Railroad merged into the Penn Central, the P & W was initially operated by Penn Central under the terms of the old lease. The P & W Board of Directors found that independent operation would be more profitable than the new lease terms that Penn Central was offering, however. After lengthy regulatory proceedings, the P & W commenced independent operations in February 1973. At that time the Providence and Worcester Company became the operating company. Initial operation included the Main Line between Providence and Worcester and several short branches in Rhode Island.

The P & W expanded in February 1974 by acquiring the Boston & Maine Gardner Branch which was to have been abandoned. On April 1, 1976 the former Norwich and Worcester Railroad line between Worcester and Plainfield, Connecticut and the Penn Central Southbridge Branch plus several branches in Rhode Island and Connecticut were conveyed to the P & W as part of the Northeast Rail Reorganization. On June 1, 1980, the P & W acquired the former Norwich and Worcester Railroad line between Plainfield and Groton, Connecticut.

At present, the P & W operates more than 200 route-miles of railroad, of which 77 route-miles are in Massachusetts. The Providence and Worcester Company has offered to purchase any or all of Conrail's lines east of the Hudson River, provided that they are contiguous either to the existing P & W system or to an expanded system. Title VI of the Staggers Rail Act of 1980 provides that the Secretary of Transportation may initiate a proposal for the transfer of all Conrail properties in Connecticut and Rhode Island to another railroad in the region, providing that the transferee railroad is operationally and financially capable of assuming such operations on a self sustaining basis. The Commonwealth has taken no official position with respect to transfers of rail lines within Connecticut and Rhode Island, but the Commonwealth has a direct interest in any impact of such transfers upon rail service within Massachusetts.

On April 11, 1980 the Providence and Worcester Company filed an application with the Interstate Commerce Commission for authority to exercise control of the Vermont and Massachusetts Railroad through acquisition of stock or otherwise and authority to operate the properties of the V&M. The V&M owns the Boston and Maine route between Fitchburg and Greenfield. The Boston and Maine operates over the V&M by virtue of a 999 year lease. Virtually all rail freight carried between B&M points in Eastern Massachusetts and points West and South of New England now moves over the V&M.

The Boston and Maine and Central Vermont opposed the acquisition of the V&M by the P&W. On November 17, 1980, the ICC Administrative Law Judge granted a motion to dismiss the P&W Application to acquire the V&M.

The Providence and Worcester Railroad currently operates no passenger trains. In 1976 the P & W was considered as a possible operator for MBTA South Side commuter lines but was not selected. The MBTA's existing commuter rail operating contracts with the Boston & Maine Corporation will expire December 31, 1981. The Providence & Worcester may be among the companies evaluated as potential operators under the next contract.

2. Revenues and Expenses

In 1979 the Providence and Worcester had total railway operating revenue of \$11,562,000. Railway operating expenses in 1979 were \$11,911,000 resulting in an operating loss of \$349,000. The P & W reported as a Class III Railroad in 1979 and hence was not required to furnish detailed data on traffic. The 1979 operating revenue was sufficient to have raised the P & W to Class II status, however.

3. Details of Routes

Further information about Providence and Worcester routes operated in Massachusetts appears in Appendix D.

F. Massachusetts Central Railroad Corporation

The Massachusetts Central Railroad was incorporated December 16, 1975, with the purpose of acquiring and operating railroad branch lines in Massachusetts. During its first three years Mass. Central provided switching service at various locations as a contractor. In January, 1979 Mass. Central began providing freight service on the 0.7 mile Boston and Maine Corp. spur to the Ludlow Corp. plant in Ware, under authority of an ICC car service order.

On December 11, 1979, the Mass. Central commenced operations

of the portion of the Ware River Secondary Track between Quaboag Junction and South Barre, 23.4 miles as Designated Operator for the Commonwealth. Conrail was previously the Designated Operator of this line, which is owned by the Penn Central Corporation and leased to the Commonwealth.

On March 20, 1980 the Mass. Central began providing freight service over the 3.3 mile segment of the B&M Wheelwright Branch, between Forest Lake Junction and Bondsville under authority of an ICC car service order. In May 1980 the Massachusetts Central began running trains over the 1.6 mile segment of the Ware River Secondary between Quaboag Junction and Palmer under a trackage agreement with Conrail.

Future plans of the Mass. Central call for operating freight service on the Wheelwright Branch between Northampton and Amherst, 7.0 miles, subject to an operating contract with the Commonwealth. During 1979 and 1980 the Ludlow and Bondsville spurs were operated by the Mass. Central for its own account, but beginning in 1981 operating assistance will be provided by the Commonwealth for these lines.

Further details on traffic and revenues on the Ware River Secondary will be found in the description of USRA Line #8. Additional information about the Mass. Central's routes appears in Appendix D.

G. Grafton and Upton Railroad Company (G & U)

The Grafton and Upton Railroad Company was incorporated in October 1873 as the Grafton Center Railroad. This company opened a narrow-gauge rail line between Grafton Center and North Grafton in August 1874. The line was converted to standard gauge in September 1887, and in February 1888 the present name was adopted. The G & U was extended to West

Upton in March 1889 and to Milford in May 1890.

In 1902 the Grafton and Upton was electrified and streetcars were substituted for conventional passenger trains. Steam-powered freight operations continued until about 1920, when electric locomotives were acquired. Passenger operations ended in August 1928. Diesel-electric locomotives replaced electric freight locomotives in 1947. Today the G & U operates a 15.4 mile route between the Conrail New England Division Main Line at North Grafton and the Conrail Milford Secondary Track at Milford. Most freight interchange takes place at Milford.

For many years the Grafton and Upton was owned by its largest shipper, the Draper Company of Hopedale. In the early 1970s, Draper's parent company, Rockwell International phased out operations at the Hopedale plant. In January 1979 the G & U was sold to a group of private investors based in Worcester.

Operating results for the G & U for 1979 are not available. In 1978 the line had operating revenue of \$130,379 and expenses of \$203,969, resulting in a net operating loss of \$73,585. The future of this line will depend heavily on the ability of the present owners to attract new traffic to replace the former Draper traffic at Hopedale. Most of the track has 85 lb rails, which is light by today's standards. In 1980 the G & U received a grant of \$43,650 from the New England Regional Commission to cover the labor cost of a track rehabilitation project. This work is designed to keep the line in conformance with minimum Federal safety standards.

H. Fore River Railroad

The Fore River Railroad was incorporated January 6, 1919 to operate a private railroad that had been constructed in 1903 to serve the shipyard on the Quincy side of the Weymouth Fore River. The railroad has always been under the same ownership as the shipyard, but also serves other customers as a common

carrier. The General Dynamics Corporation of St. Louis, Missouri has owned the shipyard and railroad since 1964.

The main line of the Fore River Railroad is 2.4 miles long. The railroad has never operated passenger service. In 1979 the Fore River had operating revenues of \$294,000 and expenses of \$340,000 resulting in a net operating loss of \$46,000. Despite this loss, there is little likelihood of a shut down of the railroad, since it is owned by its largest shipper.

CHAPTER III

Railroad Passenger Service in Massachusetts

A. Introduction

The Federal Rail Assistance Regulations do not require descriptions of railroad passenger service in each state. In Massachusetts, however, the future of passenger service has an important bearing on the future of freight service. Nearly 30 per cent of the railroad route mileage in the Commonwealth is now in public ownership, either to improve existing passenger service or to allow for possible future service. On lines used predominantly by passenger trains, maintenance costs are borne by the passenger operations, with a user fee being charged to freight service in certain cases. If passenger service were discontinued on some of these lines, it would be difficult to continue freight service without operating assistance or substantial rate increases.

B, Background of subsidized rail passenger service in the Commonwealth.

1. Local

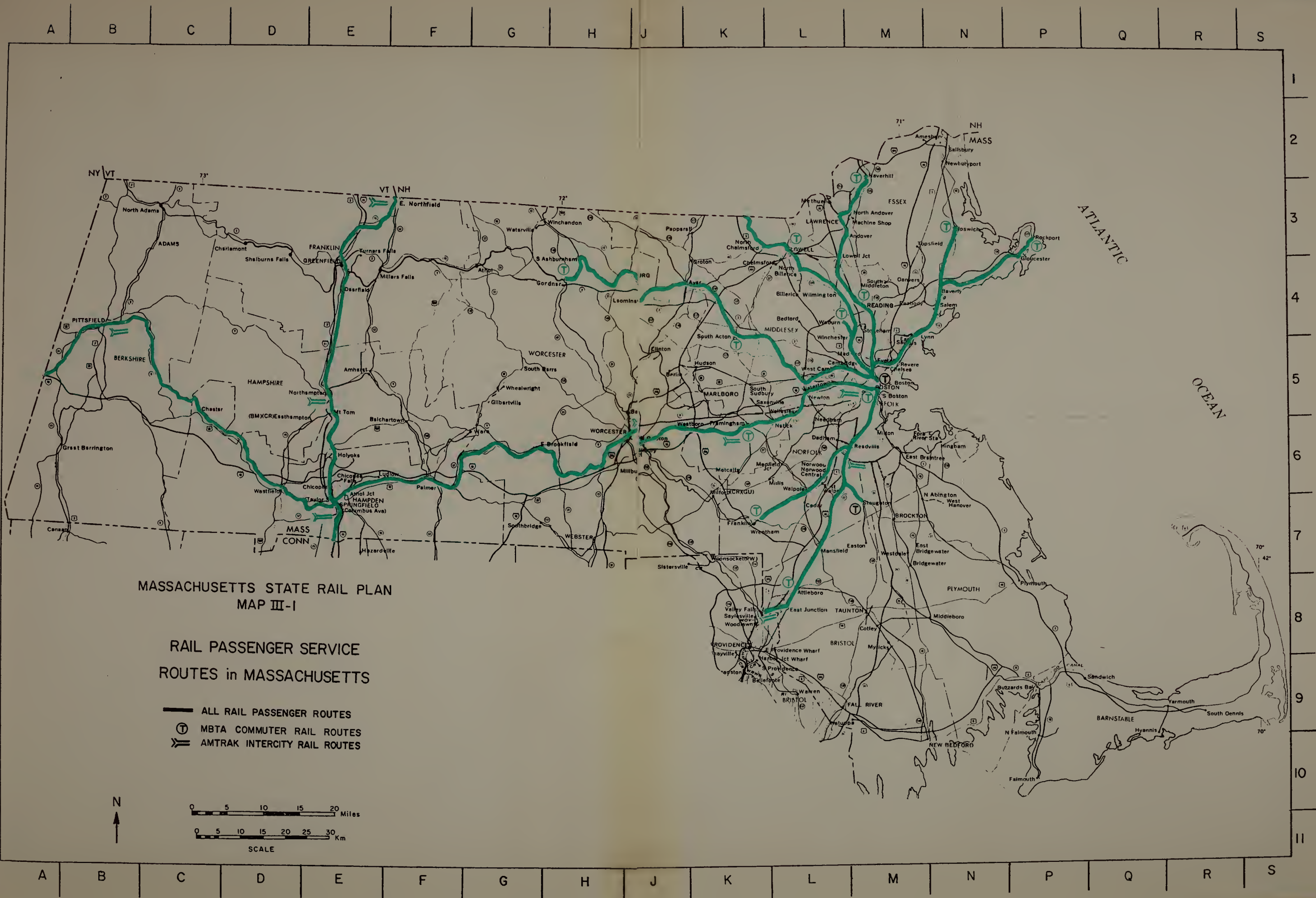
Between 1835 and 1885, when most of the rail routes now serving Massachusetts were originally built, railroads were the fastest means of passenger transportation except for very short trips. About 98 per cent of the present rail route mileage in the Commonwealth once carried regularly-scheduled passenger trains. The development of the automobile and improvements to the road system in the beginning years of the twentieth century resulted in substantial ridership losses, which led to cutbacks or discontinuance of passenger service on many branch lines as early as 1910. Service was provided entirely as a private enterprise and, despite population growth, the pattern of ridership losses and service cutbacks continued until the early 1960s, with a brief reversal during the World War II years.

In 1964 when the Massachusetts Bay Transportation Authority was created, discontinuance of most remaining railroad commuter service in Massachusetts was imminent due to the bankruptcy or near bankruptcy of the railroads operating it. One of the primary purposes of the MBTA was to provide subsidies to continue this service at least until permanent alternatives could be developed. Subsidization of most lines serving North Station began in January 1965. Subsidization of some lines serving South Station began in April 1966. Routes were added to the program gradually as the railroads received regulatory approval to discontinue unsubsidized service. Certain routes were discontinued when further subsidies were found to be unjustified. Since 1976 all rail commuter service in Massachusetts has been subsidized.

2. Intercity

The decline of intercity railroad passenger service began later than that of local service. Rapid growth of commercial aviation and long distance bus service in the 1930's signalled later problems, but substantial private investment in intercity passenger rail service continued into the 1950's. The construction of the Interstate Highway System and widespread introduction of jet aircraft in the 1950s hastened the demise of long distance passenger trains throughout the United States, however. The National Railroad Passenger Corporation (Amtrak) was established by Congress in 1971 as a private "for-profit" corporation which was to operate a nationwide network of intercity passenger trains. The railroads were permitted to discontinue all other intercity passenger service effective May 1, 1971 in return for specified contributions of rolling stock and capital to Amtrak. A few railroads elected to continue running intercity service after May 1, 1971, but these lines did not serve New England.

Initially Amtrak owned only rolling stock and contracted with the railroads to operate Amtrak trains using railroad employees. Most Amtrak service is still operated in this manner except in the Northeast Corridor, much of which is now owned and operated by Amtrak. The original goal of a self-sustaining system was never achieved. Today Amtrak is subsidized primarily with



MASSACHUSETTS STATE RAIL PLAN
MAP III-1

RAIL PASSENGER SERVICE
ROUTES in MASSACHUSETTS

- ALL RAIL PASSENGER ROUTES
- Ⓣ MBTA COMMUTER RAIL ROUTES
- == AMTRAK INTERCITY RAIL ROUTES



0 5 10 15 20 Miles

0 5 10 15 20 25 30 Km

SCALE

Federal funds augmented by state contributions for some services.

Description of Present Boston Commuter Rail Service

All commuter rail service to and from Boston is operated under the auspices of the MBTA. The rolling stock used in this service is either owned or leased by the MBTA. Most of the lines over which service is provided are also owned by the MBTA. At present the Boston and Maine Corporation operates all of the commuter rail service under a contract with the MBTA which will run until December 31, 1981. After that date the MBTA will be free to continue service under a new contract with the Boston and Maine or with any other operator that the MBTA may select.

By law, the MBTA can provide service to points outside of the 79 city and town MBTA District only if funding of this service is provided from other sources. Eight of the commuter rail routes extend outside of the District. The MBTA is reimbursed for the extra cost of all such service through contracts with Regional Transit Authorities, municipalities, or agencies of other states.

As of the fall of 1980, commuter service on former B&M owned lines from North Station was operated on the Eastern Route Main Line, Gloucester Branch, Western Route Main Line, New Hampshire Route Main Line, Woburn Branch, and Fitchburg Route Main Line. Further details about this service appear in Appendix E. Additional information about the lines themselves appears in Appendix C.

As of the fall of 1980 commuter service on former Penn Central-owned routes from South Station was operated on the New England Division Main Line (formerly Boston and Albany), the Franklin Branch, the Boston-New Haven Main Line (formerly Boston and Providence) and the Stoughton Branch. Further details about

this service appear in Appendix E. Additional information about the lines themselves appears in Appendix B.

D. Description of Amtrak Service in Massachusetts

1. General

At the time the Amtrak system was established, unsubsidized intercity railroad passenger service was being operated by the Penn Central Transportation Company on five routes in Massachusetts. These were Boston to New York and Washington via Boston-New Haven Main Line; Springfield-New Haven via Mill River-Springfield Main Line; Boston-Chicago via New England Division Main Line; Pittsfield-New York (weekends only) via Canaan Secondary Track, and Worcester-New London, Ct. via Norwich Branch. Of these routes, only Boston to New York/Washington and Springfield to New Haven were included in the basic Amtrak system. Service on the other lines was therefore discontinued on April 30, 1971.

Under agreement with the Commonwealth, Amtrak operated one daily round trip between Boston and New Haven or points south via the New England Division and Mill River-Springfield Main Lines from May 17, 1971 to February 29, 1975.

This service was dropped because of low ridership and funding problems.

In October 1973 Amtrak instituted one daily round trip, The Montrealer, between Washington, D.C. and Montreal, P.Q. running through Massachusetts on the Mill River-Springfield Main Line and the Connecticut River Route Main Line. Previous unsubsidized service on this route had been discontinued in October 1966. The Montrealer is still operating over this route.

In October 1975, Amtrak instituted one daily round trip, The Lake Shore Limited between Boston and Chicago. This train ran through Massachusetts on the present Conrail New England

Division Main Line. The Lake Shore Limited was originally operated as a two-year experiment but is now part of the basic Amtrak system. Future Amtrak service in Massachusetts may include Boston to New Haven via Springfield, and New York to Cape Cod via Attleboro and Middleboro.

Since April 1, 1976 Amtrak has owned the Mill River (New Haven)-Springfield Main Line. Passenger service on this line is operated by Amtrak employees, but freight service is operated by Conrail. The Montrealer is run by Amtrak employees south of Springfield and by Boston & Maine employees between Springfield and White River Junction.

The Lake Shore Limited is operated by Conrail employees as Amtrak does not own the lines it runs on except for a short segment in New York state. Trains between Boston and New York are operated by Amtrak employees between Boston and New Haven. The tracks used by this service in Massachusetts are owned by the MBTA, but maintained by Amtrak under a trackage agreement. Amtrak employees are in charge of dispatching all trains on the Boston-New Haven Main Line including MBTA commuter trains to Providence, Attleboro, Franklin, and Stoughton.

Amtrak's service between Boston and New York or south, between Springfield and New Haven or south, between Boston and Chicago, and between Washington and Montreal as of the fall of 1980 is described in further detail in Appendix F. Additional information about the lines used for this service appears in Appendixes B and C.

CHAPTER IV

Line Status Report

A. Introduction

This chapter lists rail lines currently falling within various categories, as required by Section 266.15.C.3 of the Federal Rail Assistance regulations.

B. Lines potentially subject to abandonment, or for which abandonment is expected within three years.

Section 266.15.C.3ii of the Federal Rail Assistance Regulations requires a list of all rail lines in the state which a common carrier has identified on its system diagram map as potentially subject to abandonment and lines which are expected to be the subject of an abandonment or discontinuance application within three years following the date of submission. As of November 1, 1980, the only railroad companies in Massachusetts to have included lines in either category were Conrail and the Boston and Maine Corporation.

The most recent Conrail system diagram map, dated December 1, 1979, showed no lines in Massachusetts expected to be the subject of abandonment or discontinuance applications within three years. One line, the Plymouth Secondary Track, is shown as potentially subject to abandonment. The Boston and Maine system diagram map dated October 1979 showed twenty segments for which abandonment or discontinuance applications were expected within three years. Abandonment of eight of these segments has already been approved. The other twelve lines are listed below. More complete descriptions of these lines will be found in Appendix C. Unless otherwise noted, the abandonment application is expected to include the entire line.

<u>Line Name</u>	<u>Map Location</u>
1. Bemis Branch	L-5
2. Billerica Branch	L-4
3. Greenville Branch	J-4 to J-3
4. Hampton Branch and former Eastern Route-Newburyport to State Line	N-2
5. M&L (Manchester & Lawrence) Branch	L-3
6. Newburyport Branch (Wakefield Jct. to Topsfield)	M-4 to M-3
7. Salem Branch - West Peabody to South Middleton	M-4
8. Stoneham Branch - Maple Street to Stoneham.	M-4
9. Former Amesbury Branch	N-2
10. Tewksbury Branch	L-4
11. Former Turners Falls Branch	E-4
12. Watertown Branch	L-5

As of November 1, 1980, abandonment proceedings had not been initiated on any of these lines. No Boston and Maine lines other than these were shown as potentially subject to abandonment.

C. Pending Abandonment Cases

Section 266.15.C.3iv requires a list of all rail lines in the state for which abandonment or discontinuance applications are pending. As of November 1, 1980 there were no lines in Massachusetts in this category.

D. Consolidations and Reorganizations

Section 266.15.C.3v requires a list of lines in the state which are involved in any of five kinds of proposals. These are listed below. The proposals have been renumbered to

avoid confusion with chapter headings.

- 1) Mergers- There are no merger proposals involving railroad companies in Massachusetts at present.
- 2) Consolidations- There are no consolidation proposals involving railroad companies in Massachusetts at present.
- 3) Reorganizations- The Boston and Maine Corporation is currently in reorganization under the Federal bankruptcy laws. A complete listing of lines operated by the Boston and Maine in the Commonwealth appears in Appendix C.
- 4) Purchases by Other Common Carriers- On April 11, 1980, the Providence and Worcester Company filed with the ICC an application for authority to exercise control of the Vermont & Massachusetts Railroad "through acquisition of stock or otherwise and authority to operate the properties of the V & M." The Vermont and Massachusetts owns a single main line extending from Fitchburg to Greenfield, Massachusetts, a distance of 55.81 miles and one branch from East Deerfield to Turners Falls, 4.13 miles. The lines of the V & M are currently operated by the Boston and Maine Corporation under terms of a 999 year lease dating from 1874. The Vermont & Massachusetts Main Line constitutes over one quarter of the Boston and Maine's Fitchburg Route Main Line, and is the B & M's most heavily used route.

On November 17, 1980, the P&W application was dismissed by decision of the Administrative Law Judge assigned to this matter.

- 5) Other Unification and Coordination Projects- The Commonwealth has reached tentative agreements with the Boston and Maine Corporation for acquisition of the segments of the former Wheelwright Branch between Ware Yard and the Ludlow Corporation, 0.7 miles and between Forest Lake Junction and Bondsville, 3.5 miles, plus yard trackage

at Ware. These lines are currently being operated by the Massachusetts Central Railroad under temporary car service orders. They connect with the Penn Central Ware River Secondary Track which is leased to the Commonwealth and served by the Massachusetts Central as designated operator. Acquisition of the Wheelwright Branch segments by the Commonwealth will allow for their continued coordinated operation by the Massachusetts Central or by such other company as the Commonwealth may in the future select as designated operator for the Ware River Secondary Track.

E. Active Rail Lines with Annual Tonnage Below Three Million Gross Ton Miles per Mile

The tables in Appendices B, C, and D show the freight traffic density for each rail line in the Commonwealth for the most recent year available. In some cases, density was reported in the form of gross tons rather than gross ton miles per mile. These measures are equivalent if a line is subdivided at every major traffic origin or destination when density is computed. If this is not the case, the number of gross tons will be somewhat higher than gross ton-miles per mile. Any line with less than three million gross tons must have not more than three million gross ton-miles per mile, so gross tons will be a conservative measure of eligibility for rehabilitation assistance.

In the most recent year for which figures are available, all Conrail lines in Massachusetts that are identified as Secondary Lines or Industrial Tracks in Appendix B carried less than three million gross ton-miles per mile. The Needham, Franklin, and Stoughton Branches also fell within this category. Six of the Secondary Lines are already

included in the Massachusetts Rail Assistance program because they were excluded from the basic Conrail system. The Middleboro Branch and the New Bedford Branch carried under three million gross ton-miles per mile as well in 1980.

On the Boston and Maine Corporation System, all lines in Massachusetts identified as Branches in Appendix C, with the exception of the Stony Brook and Lowell Branches and the East Deerfield Loop, carried less than three million gross tons in 1979. The Eastern Route Main Line, the section of the Western Route Main Line south of Lowell Junction, and the Worcester Route Main Line were also within this limit. The Fitchburg Route Main Line east of Ayer was above the limit in 1979, but is now below it because of a permanent rerouting of through freight. Conversely, the New Hampshire Route Main Line south of Lowell carried fewer than three million gross tons in 1979, but now carries more than this because of the same rerouting.

The Central Vermont Railway reported that the CV Main Line through Massachusetts was carrying traffic at an annual rate slightly below three million gross ton-miles per mile in 1980, but that it expected to exceed this limit during 1981.

All lines of the Providence and Worcester Railroad Company in Massachusetts with the exception of the Worcester to Providence Main Line carried fewer than three million gross ton-miles per mile in 1979. All lines of the Grafton and Upton Railroad, the Fore River Railroad, and the Massachusetts Central Railroad carry fewer than three million gross ton-

miles per mile per year. The Massachusetts Central's Ware River Secondary Track is already a designated operator line.

CHAPTER V

The Massachusetts Rail Assistance Program

A. Introduction

The Massachusetts Rail Assistance Program currently provides operating subsidies for freight service on seven branch lines in the Commonwealth. These are the Ware River Secondary Track, the Lowell Secondary Track, the West Hanover Secondary Track, the Hyannis Secondary Track, the South Dennis Secondary Track, the Falmouth Secondary Track, and part of the Needham Branch. The primary source of the funds allocated to these lines since the beginning of the Massachusetts program in 1976 has been the Federal Rail Assistance Program. Under current law, the eligibility of these lines for aid under the Federal program will expire on September 30, 1981.

Section B of this chapter describes the procedure by which the seven lines were selected for inclusion in the program, and the procedures to be used for selecting candidate lines for future inclusion. Sections C through I describe the seven lines now in the assistance program, including traffic, cost, and revenue experience to date, and future alternatives for these lines.

B. Screening Procedure

1. Requirement

Section 266.15 C.4 of the Federal Rail Service Assistance Program regulations requires that each state "establish and describe screening criteria to be used in selecting the eligible lines which the State analyzes in detail, identify these lines, and explain how the application of the screening criteria resulted in their selection."

2. Original Screening Procedure

Originally the Massachusetts Assistance Program was concerned only with lines that were to be abandoned because of the takeover of Penn Central service by Conrail.

Initial screening criteria were established to select lines from within this category to be analyzed in detail. The program in effect for the past several years resulted from these screening and analysis procedures, summarized in this Section. Because of changes in the Federal rail program, additional lines in Massachusetts may be eligible for assistance in the future. It has therefore been necessary to establish new screening criteria. These are described in Section 3.

The United States Railway Association's Final System Plan designated 16 Penn Central branch lines in Massachusetts that were to be excluded from Conrail. These lines were therefore to be abandoned unless they were subsidized or acquired by another railroad. The Providence & Worcester Railroad voluntarily acquired two of these lines and has operated them without subsidies since April 1, 1976. The screening criteria for the remaining fourteen lines divided them into two groups: those lines on which discontinuance of rail service would result in immediate job losses in the firms served by rail, and those on which there would be no immediate job losses because of the existence of alternate transportation. Six lines were placed in the first group, and eight in the second. Those lines in the second group generally had very low volumes, attracted small shares of the total traffic generated by the firms they served, and had encountered minimal opposition to abandonment. Lines in this group were to be subsidized only if a shipper, the municipality served, or some other party offered to fund a significant portion of the subsidy.

The six lines in the first group were analyzed in detail, with particular emphasis on the disbenefits of job losses expected to result from abandonment. It was determined that for all six of these lines the social cost of abandonment would outweigh the subsidy requirement. Accordingly, they have been subsidized through the Massachusetts Rail Assistance program since April 1, 1976. The six lines are identified in the Final System Plan as USRA lines #8/8a/9, 13, 17, 21, 22, and 23/24. They are discussed in Sections C through H of this chapter.

Freight service on the other eight lines was discontinued as of March 31, 1976. Service on one of these, Line #33 was restored late in 1978 after the one former shipper agreed to pay a portion of the operating subsidy. This line is discussed in Section I of this chapter. The other lines have remained out of service, these are USRA lines 6 (Millbury Junction to Millbury), 16 (Lothrop Street to Plymouth), 19 (Westdale to East Bridgewater), 25 (Stoughton to Easton), 29 (Cedar to Wrentham), 30 (East Walpole to Cedar) and 54 (South Westfield to State Line).

The only additional analysis of lines in the discontinued group concerned whether or not they should be acquired by the Commonwealth in order to preserve the rights of way for possible future use. Lines 25 and 33 had previously been sold by Penn Central to the Massachusetts Bay Transportation Authority. Line 16 had previously been sold to a private developer. The MBTA acquired an easement for future use of Line 16 from the owner in 1978.

The five remaining lines were all recommended for acquisition by the Commonwealth subject to availability of funding according to the 1978 State Rail Plan. Line 54 was acquired in 1980 with State funds. Lines 6 and 19 will be acquired in 1981 also with State funds, but Federal assistance for interim leases has been tentatively approved. The Commonwealth no longer plans to acquire Line 29 or Line 30 because of relatively high

costs, low potential for future rail use, and the absence of community support for such acquisition. The rails have been removed from both lines, and part of the right of way of Line 29 has been sold, with EOTC approval, to an electric power company.

The Massachusetts rail banking program is discussed further in Chapter 6.

3. Revised Screening Procedure

Funding eligibility under the current Federal Rail Assistance Program has been expanded to include any rail line for which abandonment has been approved since February 1976, regardless of the operator. Eligibility now also includes lines that have not been abandoned and for which abandonment is not being sought if traffic was less than three million gross ton miles per mile during the prior year. Lines that carried between three and five million gross ton miles per mile during the previous year are eligible under certain limited conditions.

Because of the relatively small size of Massachusetts, detailed analysis of every rail line eligible for funding is a long range possibility. Because of time and budget constraints, the 1980 rail plan must take a much more limited approach, however. Separate screening procedures are being used for abandoned lines and for other lines eligible for funding.

Since the implementation of the Conrail system in 1976, the only railroad company that has initiated abandonment proceedings for any lines in Massachusetts has been the Boston & Maine Corporation. The Rail Planning staff has screened all of these lines in the same manner used for the lines excluded from the USRA's final system plan.



MASSACHUSETTS STATE RAIL PLAN
MAP V-1

DESIGNATED OPERATOR LINES

- 8 WARE RIVER SECONDARY
- 13 LOWELL SECONDARY
- 17 WEST HANOVER SECONDARY
- 21 HYANNIS SECONDARY
- 22 SOUTH DENNIS SECONDARY
- 23 FALMOUTH SECONDARY
- 33 NEEDHAM BRANCH

— ALL DESIGNATED OPERATOR LINES



0 5 10 15 20 Miles

0 5 10 15 20 25 30 Km

SCALE

t:
c
n
e
re:

e l
a

nd
ce
ic:
ga
ne
n
os
rr
le
mi

eca
ail
s a
ons
imi
re
lig

inc
he
roc
ost
cre
he

Most of the abandonments were expected to have imperceptible impact on employment, so detailed analysis was not conducted.

Several of the lines in this category so far are owned by the Massachusetts Bay Transportation Authority, so preservation of the rights of way after abandonment is assured. The only recent abandonment for which detailed analysis appeared warranted was the Wheelwright Branch which had previously been studied in connection with a coordination project involving USRA line #8/8a/9.

Lines eligible for assistance but not proposed for abandonment are being selected for detailed analysis primarily on the basis of recommendations by the operating railroads. Since the companies have much more detailed knowledge of their branch line operations than the rail staff has, they are in the best position to suggest where assistance is most needed. It is the task of the rail staff to determine whether the public benefits from such projects would exceed the public costs. Thus far, lines selected for analysis on this basis are the Boston and Maine's Greenville, Hollis, and Monadnock branches. It was not possible to complete the analysis of these lines in time for inclusion in the 1980 Rail Plan, but such analysis will appear in the 1981 update.

C. USRA Line No. 8 Ware River Secondary Track

1. General Description

The Ware River Secondary Track runs from a connection with the Conrail New England Division Main Line at Palmer to South Barre, a distance of 25.0 miles. The first 1.6 miles north from Palmer is owned by Conrail and includes Conrail's interchange with the Central Vermont Railway. The balance of the line is owned by the Penn Central Corporation and has been operated under the Commonwealth's Rail Service Assistance Program since April 1, 1976.

Conrail was the designated operator of the line for over three years, but since December 11, 1979 the Massachusetts Central Railroad Corporation has been the designated operator. This change permitted coordination of service on the Ware River Secondary Track with service on two segments of the Boston & Maine Corporation's former Wheelwright Branch, now also operated by Massachusetts Central. These segments run from Forest Lake Junction to Bondsville (3.3 Miles) and from Ware to the Ludlow Corporation Plant (0.75 miles). Massachusetts Central currently operates into the Conrail yard at Palmer under a trackage agreement.

The performance results of Massachusetts Central in operating the Ware River Secondary Track will play a significant role in determining the Commonwealth's policy towards other light density lines. Important considerations will be the branch line operating costs for a small independent operator compared to a large interstate system, and the ability of locally based management to work with communities and shippers to attract profitable new traffic.

2. Track Condition

When the Ware River Secondary Track was initially included in the Rail Assistance Program it required considerable upgrading to meet the Federal Railroad Administration's minimum safety standards, which allow a ten mph maximum operating speed. The northernmost 9.3 miles of the line from Gilbertville to South Barre were out of service entirely. A ten mph speed limit on a 25-mile branch when added to the required time for switching cars at sidings would have resulted in excessive operating time and high cost. It was felt that this would be a serious obstacle to attraction of new traffic. Accordingly, EOTC proposed that the entire line be upgraded to FRA Class 2, which would permit a maximum speed of 25 mph. The proposal was accepted by the FRA and \$1,559,000 in Federal and State funds was expended on the project. The work was completed in May 1979. The entire line now has a maximum speed of 15 mph except where limited by curves or grade crossings.

3. Service Operated .

At present, service on the Ware River Secondary Track is operated three days per week between Palmer and Ware, and two days per week between Ware and South Barre if there is sufficient traffic. Service between Gilbertville and South Barre is to be reduced to an average of 1.5 trips per week under the new subsidy agreement because of low traffic volume.

All trains now originate and terminate at Ware. The basing point will be shifted to Palmer if satisfactory arrangements for use of an existing engine house there can be worked out. The designated operator now has two locomotives on the line but only one is required to operate the present service.

4. Current Use of the Ware River Secondary Track

Because of general economic conditions, traffic volume on the Ware River Secondary Track has fallen substantially below expectations. Several firms that had indicated that they would significantly increase use of rail service following rehabilitation of the line have not in fact done so. This demonstrates that there is a need for the Commonwealth to obtain firmer commitments from potential rail users prior to undertaking extensive rehabilitation projects on other light-density lines.

At present the Ware River Secondary Track provides rail service for only five regular customers. The Diamond International Corporation is served by a private siding at Thorndike (mi. 4.4). The Diamond International plant is on the opposite side of the Ware River from the railroad at this point necessitating a transfer of freight to trucks for a short haul across a highway bridge. Another Diamond International plant at Bondsville is served directly by the former Boston & Maine spur connecting with the Ware River Secondary at Forest Lake Junction (mi. 7.2). In the early 1970's this plant received over 300 railroad cars a year but the firm turned to trucks when the Boston & Maine suspended service about 1978. Results from operations under the Massachusetts Central initially appeared encouraging, but during the latter part of 1980 traffic declined to a negligible level. Retention of rail service to Bondsville is unlikely unless there is a significant change in the next few months.

The Ludlow Corporation is served directly by the former Boston and Mainespur connecting with the Ware River Secondary Track at Ware (mi. 11.7). This firm elected to return to use of rail in January 1979 after over two years of exclusive truck service. It is one of the major traffic generators on the Ware River secondary, and its continued use of rail will be critical to the future of the line.

Gilbertville Storage, Inc. is served by a private siding and a "team" (public delivery) track at Gilbertville (mile 15.7). Most of the firm's rail shipments are transferred from rail cars to trucks at the team track, because the private siding provides access to only a small segment of the firm's warehouse. The owners of Gilbertville Storage operate a second warehouse under the name of Pioneer Terminals at the end of the Ware River Secondary Track at South Barre. This warehouse is served by a private siding, and has been operated by Pioneer Terminals since mid-1980. Rail shipments are received there when there is a capacity problem at Gilbertville.

Hersey Products, Inc. is also served by the Gilbertville team track. Shipments are transferred from rail cars to trucks for the short remaining distance to the company's plant.

The Charles G. Allen Company is served by the team track at Barre Plains (mile 23.7). Shipments are transferred from rail cars to trucks for delivery to the company's plant in Barre. During the time that the line north of Gilbertville was out of service, the company received cars at a team track on the Gardner Branch of the Providence and Worcester Railroad. This option could be used again if rail service to South Barre were discontinued.

At present, the volume of rail traffic to Gilbertville, Barre Plains, and South Barre is insufficient to sustain direct rail service. Since most of the rail traffic received at these points is now transferred to trucks for final delivery, the additional cost of trucking from points further away would consist only of extra over-the-road costs. Under the present rate and subsidy structure, the shippers pay less by using the existing rail service than they would pay to truck shipments from more distant rail connections. The actual cost of the existing rail service is significantly greater than the probable cost of substitute truck service, however.

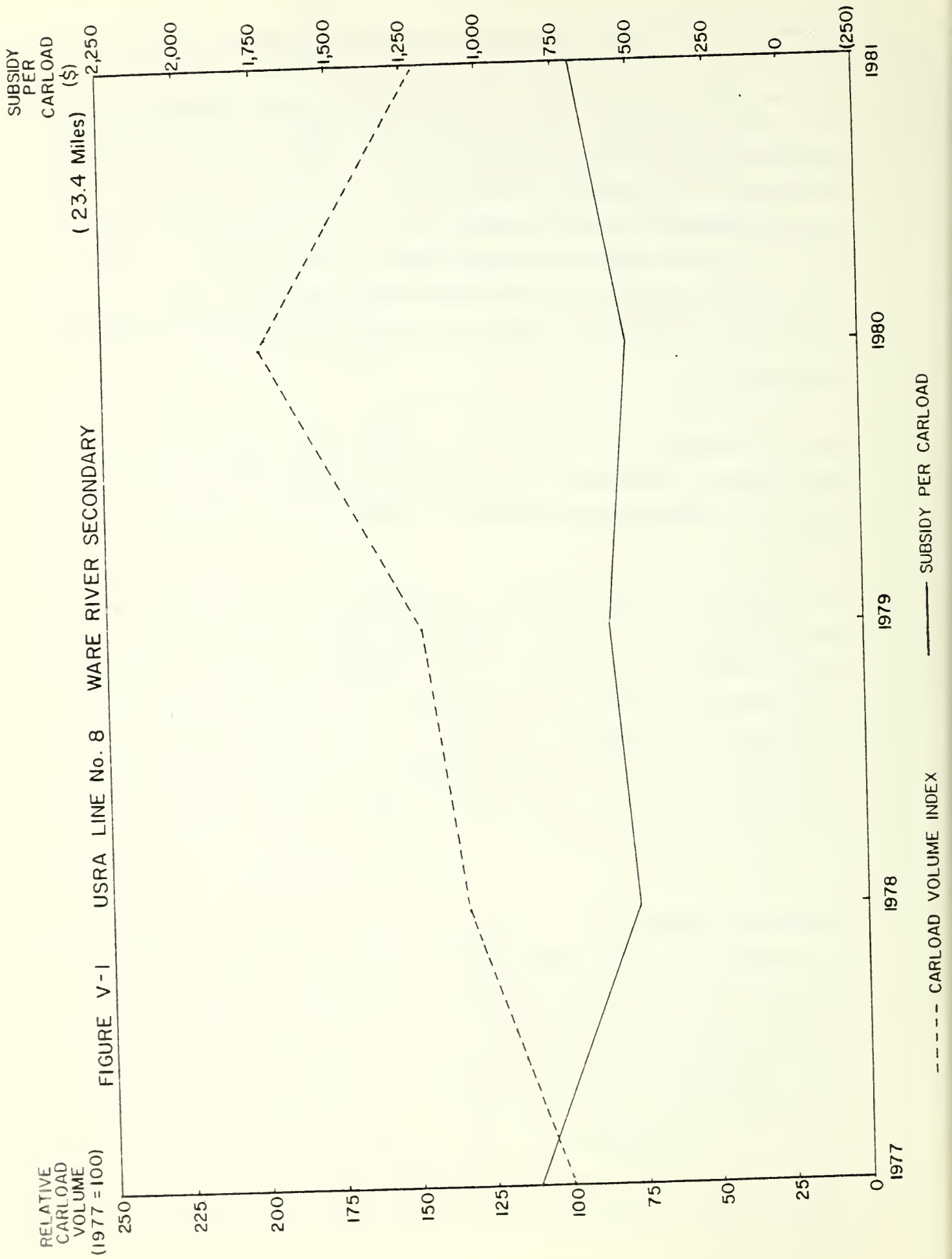


TABLE V-1 USRA LINE No. 8 WARE RIVER SECONDARY

TABLE V-1 USRA LINE No. 8 WARE RIVER SECONDARY (23.4 Miles)					
ITEM	FISCAL YEAR ENDING MARCH 31 1977	FISCAL YEAR ENDING MARCH 31 1978	FISCAL YEAR ENDING MARCH 31 1979	FISCAL YEAR ENDING MARCH 31 1980	FISCAL YEAR ENDING MARCH 31 1981
REVENUE CARLOADS	189	250	278	374	276
REVENUES	112,185	160,595	154,858	176,671	30,360
OPERATING EXPENSES					
OFF-BRANCH COSTS	86,855	144,094	138,517	171,105	--
ON-BRANCH COSTS	123,064	64,462	69,345	90,252	119,670
OPERATOR FEES	6,170	11,242	13,473	15,304	2,429
TOTAL OPERATING EXPENSES	216,089	219,798	221,335	276,661	122,099
OPERATING SUBSIDY	103,904	59,203	66,477	99,990	91,739
REVENUE PER CARLOAD	594	642	557	472	110
EXPENSES PER CARLOAD	1,143	879	796	740	442
OPERATING SUBSIDY PER CARLOAD	549	237	239	268	332
REVENUE / EXPENSE RATIO	51.9	73.1	70.0	63.9	24.8
ADDITIONAL ANNUAL COSTS					
ACCELERATED MAINTENANCE	--	2,474	21,945	--	--
EMERGENCY MAINTENANCE	--	4,074	9,442	458	350
PROGRAM MAINTENANCE	--	3,933	1,004	2,902	9,540
LEASE PAYMENTS	57,915	57,915	65,944	88,444	88,444
TOTAL ADDITIONAL ANNUAL COSTS	57,915	68,396	98,335	91,804	98,334
TOTAL ANNUAL SUBSIDY	161,819	127,599	164,812	191,794	190,073
AVERAGE SUBSIDY PER CARLOAD	856	510	593	513	689

Table V-1 and Figure V-1 show traffic, cost and revenue data for the first five years of subsidy operation. Note that under Conrail (FY1977-80) revenues and costs both included off-branch operations, whereas Massachusetts Central costs and revenues (FY1980-81) reflect on-branch operations only.

5. Future of the Ware River Secondary Track after expiration of Federal Assistance Funds.

The subsidized portion of the Ware River Secondary Track is owned by the Penn Central Corp. and leased to the Commonwealth. The current lease price, based on USRA standards, is \$88,444 per year. As of September 1979, Penn Central's asking price for the line was \$1,359,000 of which \$313,000 was for real estate and \$1,046,000 was for track materials and bridges. Based on relative mileage, the price is approximately \$585,000 from the property line at Palmer to Ware, \$230,000 from Ware to Gilbertville, and \$544,000 from Gilbertville to South Barre.

If service on the Ware River Secondary Track is to be maintained on a long-term basis, the Commonwealth must decide whether to continue leasing the line or to purchase it. At the current rental and sale prices the saving in rent resulting from ownership would be equivalent to a rate of return on investment of 6.5 per cent. This return is neither sufficiently large nor sufficiently small to force a decision either way. If service on the Ware River Secondary Track is not to be continued, the Commonwealth must decide between allowing the line to be abandoned entirely, purchasing it for preservation for possible future service, or taking a long-term lease for the same purpose.

Abandonment of the line north of Gilbertville or even north of Ware would not appear to have a major adverse impact on the present economy of the Ware River Valley. The issue that must be addressed with respect to the northern half of the

line is therefore the impact of loss of rail and freight service on potential future industrial development. Present and potential railroad freight service users and officials of affected municipalities on this line between Ware and the terminus of the line is South Barre have expressed strong and impressive support for continued service to South Barre. At the public hearing on the initial draft of this plan, it was emphasized that service from Gilbertville to South Barre has been in operation only since mid-1980. It was also highlighted that the entire line was rehabilitated to a Class 2 track standard by virtue of a federal grant in order to minimize railroad operating and maintenance costs.

At the behest of users and public officials, in 1979, EOTC invited proposals from alternative operators for the Ware River Secondary Track as part of an effort to minimize operating costs, to expand service frequency and to encourage a greater volume of business on the line. After independent evaluation of the alternative proposals, EOTC designated the Massachusetts Central Railroad to perform service on this line. Service performance has been successful to date. The point has been made that operations by Massachusetts Central should be continued over the entire route of the line for an additional time period before final judgements on the future of the line could reasonably be rendered. The inadequacy of highway access to the Ware River Valley was also cited as a compelling reason to preserve railroad freight service. Finally, written information has been received by EOTC that there is an early prospect of substantial volumes of inbound coal shipments to specific sites located on the Ware River Secondary Track in the near future.

During this final year of federal funding eligibility for the Ware River Secondary Track, the Commonwealth will work with the Massachusetts Central Railroad and the users and public officials involved in order to determine the future of freight service on the line. If appropriate, funding from the Commonwealth or other sources will be sought to continue a reasonable level of railroad freight services on the line.

D. USRA Line No. 13 - Lowell Secondary Track

1. General Description

The Lowell Secondary Track extends from Framingham Centre, where it connects with the Conrail Fitchburg Secondary Track, to a point north of Chelmsford, a distance of 23.3 miles. The segment between Framingham Centre and South Sudbury, a distance of 4.7 miles, was included in the basic Conrail system. The balance of the line, a distance of 18.6 miles, has been operated by Conrail as designated operator for the Commonwealth since April 1, 1976. It is owned by the Penn Central Corporation and leased to the Commonwealth. Prior to the implementation of Conrail, The Lowell Secondary Track continued beyond Chelmsford to a connection with the Boston and Maine Corporation's New Hampshire Route at Lowell, 26.6 miles from Framingham Centre. The two mile segment from Lowell to U.S. Route 3 was sold to the Boston and Maine Corp. in 1976, and is used to serve industrial sidings. The remaining 1.3 mile section is leased from Penn Central by the Commonwealth but is out of service. Except for short sections at Chelmsford Center and at Route 3, this segment is intact. The Lowell Secondary Track crosses the Boston and Maine Corporation's Fitchburg Route Main Line at grade at West Concord, 11.6 miles from Framingham Centre.

2. Track Condition

When the Lowell Secondary Track was initially included in the Rail Assistance Program, it did not meet the Federal Railroad Administration's minimum safety standards, which allow a ten mph maximum operating speed. A ten mph speed limit on a branch this long results in excessive operating time and high cost. It was proposed by EOTC that the entire line be upgraded to FRA Class 2 to permit a maximum speed of 25 mph. Because of limited available funding, however, other lines in the Massachusetts Rail Assistance Program with higher priority were upgraded first. To date, only the minimum maintenance

expenses necessary to keep the line in operation have been incurred. Expenditures thus far have totaled approximately \$55,000, but there is a need for over \$500,000 in additional maintenance in the near future if service on the line is to be continued. Because of the poor track condition, the maximum speed limit on the entire subsidized portion of the line is now eight mph.

3. Service Operated

The Lowell Secondary Track is currently served on Saturdays only by Conrail Extra WNFR-10 which originates at Framingham. Occasional weekday service is provided by Extra WNFR-22 from Framingham. Each train on the Lowell Secondary is pulled by a single locomotive, which is used on other Conrail Extras from Framingham the rest of the time.

4. Current use of the Lowell Secondary Track

At present four firms regularly receive cars on the Lowell Secondary Track. The shipments to all of these firms consist of lumber or other building materials. Consequently, the current depressed state of the building market has resulted in low traffic volumes on the rail line.

There are no rail users on the Lowell Secondary Track between South Sudbury and the crossing of the Boston and Maine at West Concord. This section of the line runs entirely through suburban residential areas and farmland served by no major highways and with little chance of future industrial development.

A recently constructed siding in North Acton serves Deck House, currently the largest traffic generator on the subsidized line. This siding is 4.8 miles from West Concord and 16.4 miles from Framingham Centre. One quarter mile north is the Wickes Lumber

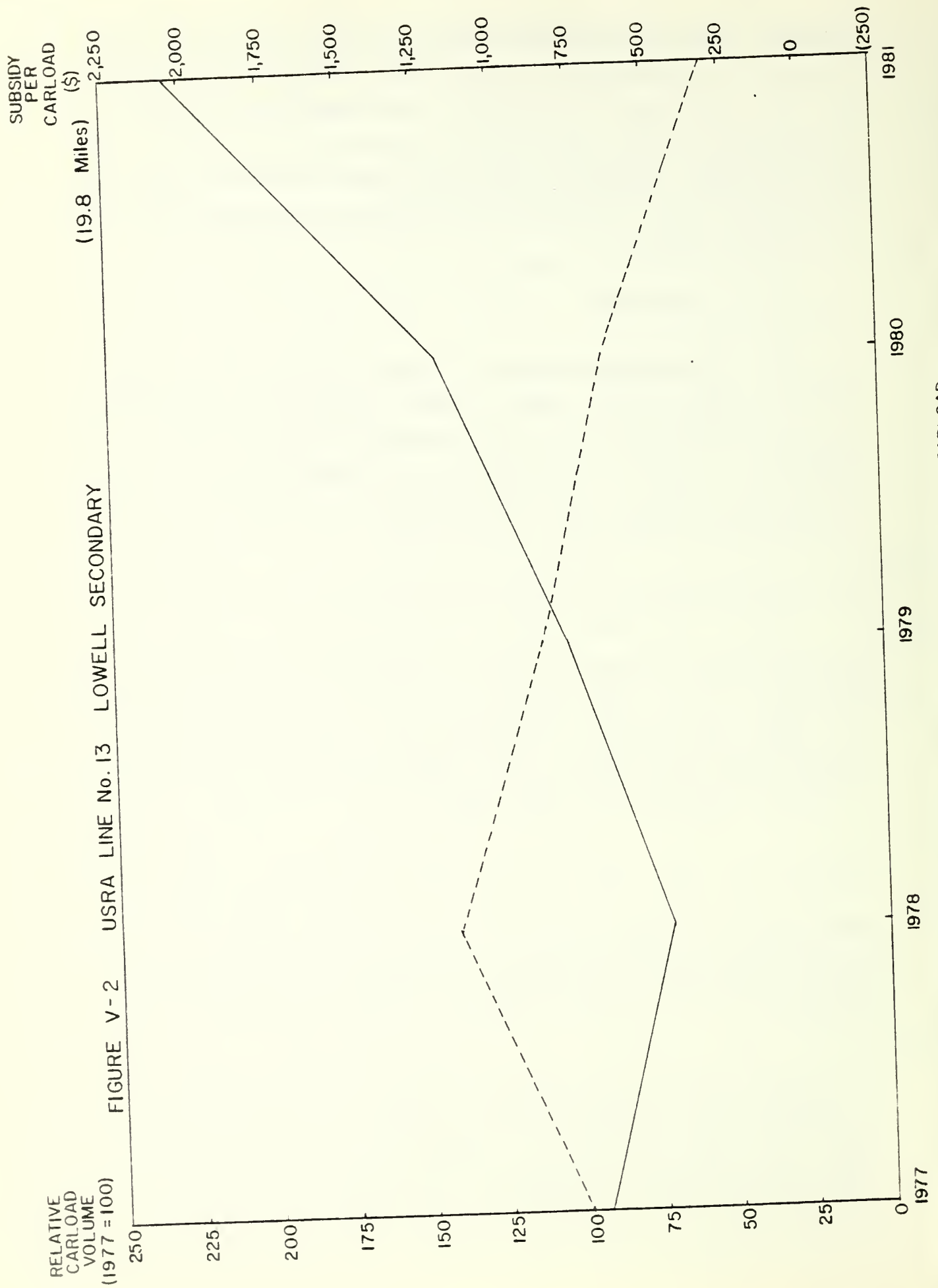


TABLE V-2 USRA LINE No. 13 LOWELL SECONDARY

(19.8 Miles)

ITEM	FISCAL YEAR ENDING MARCH 31 1977	FISCAL YEAR ENDING MARCH 31 1978	FISCAL YEAR ENDING MARCH 31 1979	FISCAL YEAR ENDING MARCH 31 1980	FISCAL YEAR ENDING MARCH 31 1981
REVENUE CARLOADS	255	356	285	232	143
REVENUES	171,472	247,341	237,367	195,994	210,803
OPERATING EXPENSES					
OFF-BRANCH COSTS	156,028	232,305	209,995	163,733	186,366
ON-BRANCH COSTS	132,987	94,386	84,785	93,664	105,989
OPERATOR FEES	9,431	17,314	20,650	17,052	18,340
TOTAL OPERATING EXPENSES	298,446	344,005	315,430	274,449	310,695
OPERATING SUBSIDY	126,974	96,664	78,063	78,455	99,892
REVENUE PER CARLOAD	672	695	833	845	1,474
EXPENSES PER CARLOAD	1,170	966	1,107	1,183	2,173
OPERATING SUBSIDY PER CARLOAD	498	271	274	338	699
REVENUE / EXPENSE RATIO	57.4	71.9	75.2	71.4	67.8
ADDITIONAL ANNUAL COSTS					
ACCELERATED MAINTENANCE	--	1,599	683	--	--
EMERGENCY MAINTENANCE	--	16,606	25,812	18,007	25,000
PROGRAM MAINTENANCE	--	1,171	7,314	14,128	--
LEASE PAYMENTS	48,757	48,757	115,924	167,336	167,336
TOTAL ADDITIONAL ANNUAL COSTS	48,757	68,133	149,733	199,471	192,336
TOTAL ANNUAL SUBSIDY	175,731	164,797	227,796	277,926	292,228
AVERAGE SUBSIDY PER CARLOAD	689	463	799	1,195	2,044

Company siding, also used by Acorn Structures. The latter firm is located adjacent to the railroad further south in East Acton but does not have a siding there.

The fourth customer on the Lowell Secondary Track is the State Line Lumber Company. This firm is served by a private siding at Chelmsford, 22.8 miles from Framingham Centre.

Table V-2 and Figure V-2 show traffic, cost and revenue data for the first five years of subsidy operation.

5. Future of the Lowell Secondary Track after expiration of Federal Assistance.

A substantial portion of the operating and maintenance cost for the Lowell Secondary Track is incurred on the seven mile segment between South Sudbury and West Concord. Operation of this segment could be discontinued entirely if the line were served by the Boston and Maine instead of by Conrail. There are several potential configurations for a Boston and Maine operation.

The configuration most often discussed in the past would be for the Boston and Maine to serve all shippers in Chelmsford and Acton from the Lowell end of the line. This would require replacement of two short sections of missing rail, and upgrading of approximately 6.9 miles of track now operated by Conrail and 1.2 miles of track currently under lease to the Commonwealth but not operated. An additional two miles of track now operated by the Boston and Maine would require some upgrading as well. The track between South Sudbury and Deck House, a distance of about 11.7 miles would be abandoned. Retention of 3.3 miles of additional track would permit construction of a private siding at Acorn Structures, but at present Acorn has insufficient traffic to justify this. Abandonment of the

track south of Deck House would eliminate the grade crossing of the heavily travelled Mass. Rte 2 at the Concord-Acton town line .

A serious disadvantage to this configuration is that it conflicts with a major real estate development project. The currently unused portion of the line traverses a parcel of land in Lowell on which Wang Laboratories is expanding its existing office complex. The Boston and Maine has agreed to sell the right of way at this site to Wang with a limited easement for rail service. This will eventually require expensive relocation of the track if rail service is to be restored.

Another possible operating configuration would be for the Boston and Maine to serve all current shippers on the Lowell Secondary Track from the connection with the Fitchburg line at West Concord. The track between South Sudbury and West Concord would be abandoned. This alternative would require upgrading of 11.7 miles of track, compared to up to 10.1 miles for the Lowell option. It would require retention of the Route 2 grade crossing, but would eliminate the conflict at the Wang site. Rail traffic on the line is sufficiently infrequent that it should not present a serious safety hazard at Route 2. The crossing would require some rehabilitation, however. In the first eight months of 1980 the one shipper at Chelmsford received no more than three cars a month. At this level of traffic, retention of service is difficult to justify. Terminating the line at Wickes Lumber instead of at Chelmsford with service from the south end would eliminate about 6.2 miles of track. Only 5.5 miles of track would need to be upgraded for service from West Concord. The possibility of a future siding at Acorn Structures would remain open under this option.

A third configuration would serve Chelmsford via Lowell but all other shippers via West Concord. This alternative would

have the disadvantages both at Route 2 and at the Wang site, and would require upgrading of up to 9.5 miles of track.

If service were provided from Lowell, cars would most likely be set off at the Lowell yards by an existing train from the west and delivered by a switching run based at Lowell. If service were provided from West Concord, cars would most likely be set off at the Ayer or Boston yards from an existing train from the west and delivered by making a side trip with the local switching run on the Fitchburg Main Line. The feasibility of this option is closely related to the future of service on other branch lines between Boston and Ayer.

At present, a round trip from South Sudbury to Chelmsford requires at least 4.5 hours plus switching time at sidings. With track upgraded to FRA Class 1, a round trip from Lowell to the Deck House siding would require about two hours, plus switching time. At FRA Class 2 a round trip would require about 50 minutes plus switching time. Service from West Concord to Chelmsford would require about 2 hours, 20 minutes plus switching time at FRA Class 1 and about 55 minutes plus switching time at FRA Class 2. Service from West Concord only as far as Wickes Lumber would require about 1 hour and 5 minutes plus switching time at FRA Class 1 and about 25 minutes plus switching time at FRA Class 2. For this short segment the advantage of Class 2 over Class 1 would be insignificant.

It is clear that the present operation of the Lowell Secondary Track from Framingham is not a good long-range alternative. Prior to the expiration of Federal assistance for the Line EOTC will meet with the shippers on the line and with the Boston & Maine Corporation and Conrail to determine their requirements. The alternative service configuration described above will be analyzed in detail. Complete termination of service on the line will also be considered.

E. USRA Line No. 17 West Hanover Secondary Track

1. General Description

The West Hanover Secondary Track extends from a connection with the Conrail Plymouth Secondary Track at North Abington to Winslows Crossing in West Hanover, 4.3 miles. Of this, 3.6 miles are owned by the Penn Central Corp. and leased to the Commonwealth. The rest is owned by abutting industries. The line has been operated by Conrail as designated operator for the Commonwealth since April 1, 1976.

The Plymouth Secondary Track, over which all traffic for the West Hanover Secondary Track must travel is owned by the MBTA, but was included in the basic Conrail System. Several evaluations of Conrail since 1975 have indicated that the Plymouth Secondary is unlikely to remain in operation in the long run without some sort of financial assistance. Thus it appears that an additional 6.4 miles between South Braintree and North Abington may ultimately have to be added to the program if service to West Hanover is to be retained.

2. Track Condition

When the West Hanover Secondary Track was initially put in the Rail Assistance Program, it did not meet the Federal Railroad Administration's minimum safety standards which allow a ten mph maximum operating speed. Because of the relatively short length of the branch, upgrading to standards higher than FRA Class 1 would not result in any significant operating cost savings. During 1977, \$80,600 was expended to bring the line up to Class 1 standards, and an additional \$12,000 has been spent to keep the line in Class 1 condition. There is a need for a substantial amount of additional work in the near future, however. The current speed limit on the entire line is ten mph.

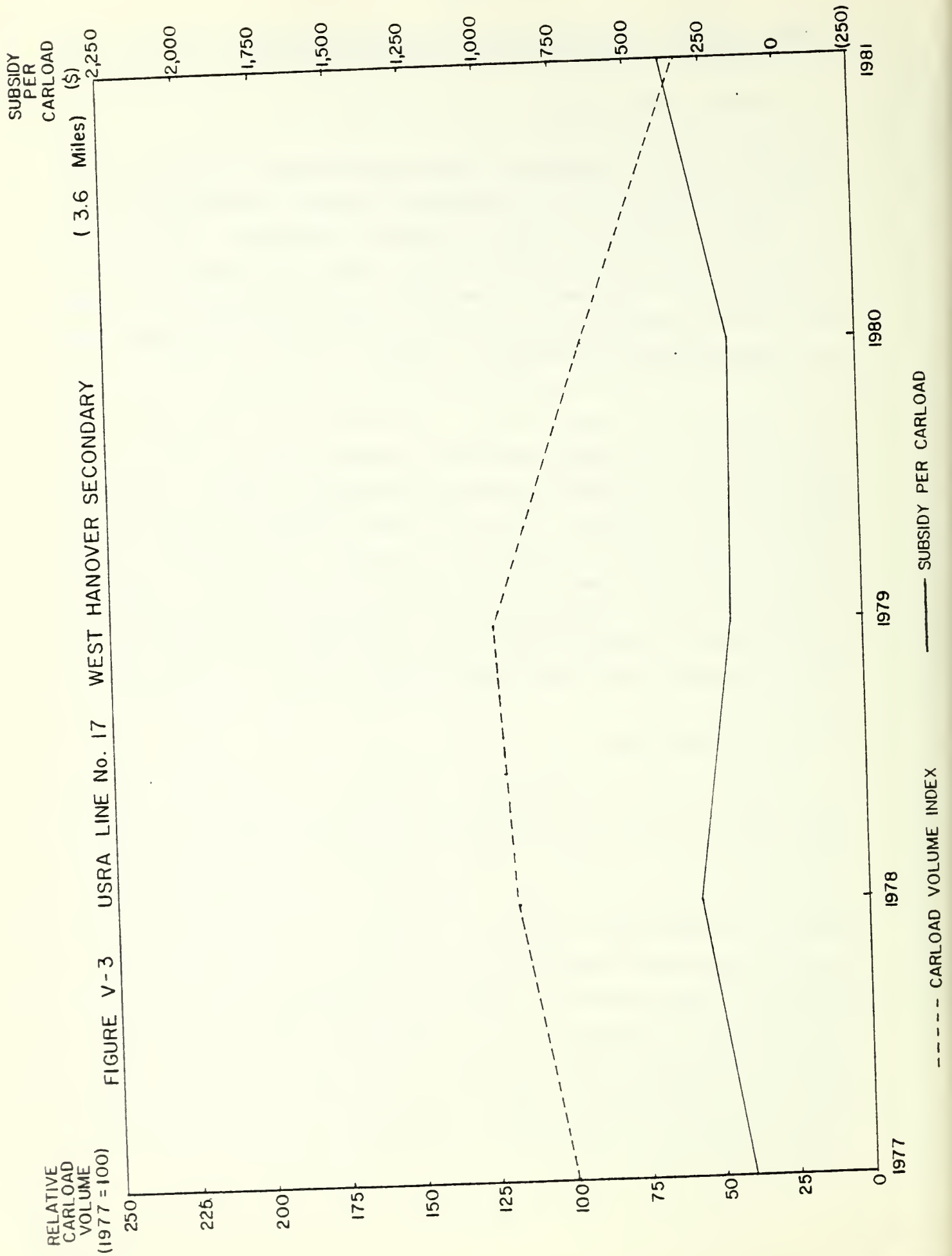


TABLE V-3 USRA LINE No. 17 WEST HANOVER SECONDARY

ITEM	(3.6 Miles)				
	FISCAL YEAR ENDING MARCH 31 1977	FISCAL YEAR ENDING MARCH 31 1978	FISCAL YEAR ENDING MARCH 31 1979	FISCAL YEAR ENDING MARCH 31 1980	FISCAL YEAR ENDING MARCH 31 1981
REVENUE CARLOADS	483	567	599	451	283
REVENUES	234,454	290,676	358,577	341,468	359,576
OPERATING EXPENSES					
OFF-BRANCH COSTS	224,683	292,796	355,988	303,517	330,708
ON-BRANCH COSTS	64,520	55,074	70,412	71,156	71,983
OPERATOR FEES	12,895	20,347	31,196	29,708	31,283
TOTAL OPERATING EXPENSES	302,098	368,217	457,596	404,381	433,974
OPERATING SUBSIDY	67,644	77,541	99,019	62,913	74,398
REVENUE PER CARLOAD	485	513	599	757	1,169
EXPENSES PER CARLOAD	625	649	764	897	1,533
OPERATING SUBSIDY PER CARLOAD	140	136	165	140	364
REVENUE / EXPENSE RATIO	77.6	78.9	78.4	84.4	82.9
ADDITIONAL ANNUAL COSTS					
ACCELERATED MAINTENANCE	--	82,178	1,034	--	--
EMERGENCY MAINTENANCE	--	3,619	5,783	227	1,500
PROGRAM MAINTENANCE	--	494	1,092	3,828	15,079
LEASE PAYMENTS	8,910	8,910	13,898	15,702	15,702
TOTAL ADDITIONAL ANNUAL COSTS	8,910	95,201	21,807	19,757	32,281
TOTAL ANNUAL SUBSIDY	76,554	172,742	120,826	82,670	106,679
AVERAGE SUBSIDY PER CARLOAD	158	304	202	183	377

3. Service Operated

The West Hanover Secondary Track is currently served on Tuesdays and Thursday only by Conrail Extra WNSB-14 from South Braintree. This train is pulled by one locomotive which is used on the Extra between Braintree and Plymouth on the other three weekdays.

4. Current use of the West Hanover Secondary Track

At present, the West Hanover Secondary Track serves six steady customers, and one occasional customer. Five of the customers are located on private sidings on the last mile of track in West Hanover. The sixth is located in the neighboring town of Pembroke, and receives cars at the public delivery track at the former West Hanover station.

By far the largest customer is the warehouse of Angelo's Supermarkets, Inc., which accounts for about 80 per cent of the traffic on the line. This facility is the main supply point for 72 retail stores in Southeastern Massachusetts. The second largest customer is Wes-Pine Millwork, which receives lumber for the manufacture of window casings. The third largest customer is Aristokraft Cabinets which receives carloads of cabinets. Other shippers with lower traffic but regular rail use are Graphic Development Inc., which receives newsprint, Home Gas, Inc., which receives Liquefied Petroleum gas, and North River Feed Company, which receives animal and pet food.

During 1978, Halliday Lithograph tried receiving carloads of paper at West Hanover, where its printing plant is located, but found this was not practical because of limited warehouse capacity at that point. This firm has therefore returned to its previous practice of receiving cars at its warehouse in North Plymouth on the Plymouth Secondary Track and subsequently trucking to West Hanover. Halliday is one of the biggest shippers on the Plymouth Secondary Track beyond

North Abington, so its traffic policies are critical to the future of both the West Hanover Track and the Plymouth Secondary Track.

Table V-3 and Figure V-3 show traffic, cost and revenue data for the first five years of subsidy operation.

5. Future of the West Hanover Secondary Track after expiration of Federal Assistance.

The West Hanover Secondary Track has been one of the more cost effective lines in the Massachusetts Rail Service Assistance Program to date. Traffic showed a steady growth over the first three years, although there was a downturn in the fourth year because of general economic conditions. The territory along the line has good potential for attracting additional rail-dependent industries, but can not do so unless long-term operation of the line is assured.

During the final year of Federal Assistance, the Commonwealth will continue to work with the communities and shippers on the line to find ways to reduce subsidy requirements. Appropriate funds from the state or from other sources that may become available will be used to maintain operations on this line after September 30, 1981.

F. USRA Line No. 21 Hyannis Secondary Track

1. General Description

The Hyannis Secondary Track runs from a connection with the Conrail Buzzards Bay Secondary Track at Canal Junction to Hyannis, a distance of 23.4 miles. The segment between Canal Junction and Sandwich, a distance of 7.7 miles, was included in the basic Conrail System. The segment between Sandwich and Hyannis has been operated by Conrail as designated oper-

ator for the Commonwealth since April 1, 1976. This segment was purchased by the MBTA from Penn Central at the time of the Conrail implementation. It is intended that the Commonwealth will shortly purchase this line from the MBTA.

Line 21 provides the only rail link to USRA line 22, the South Dennis Secondary Track which is also included in the Massachusetts Rail Assistance Program. For contract purposes, lines 21 and 22 are treated as a single route. All traffic on lines 21 and 22 must pass over the Conrail Buzzard's Bay Secondary Track between Middleboro and Canal Junction, a distance of 20.2 miles. The amount of "overhead" traffic using the Buzzard's Bay Secondary to reach subsidized rail lines on the Cape greatly exceeds the amount of traffic generated by the Buzzard's Bay Secondary itself. Several studies of Conrail have indicated that the lines between Middleboro and Sandwich will not remain in the Conrail system on a long term basis without financial assistance. The future of the rail program on the Cape will depend on the future of these segments.

2. Track Conditions

At the time the Commonwealth began providing assistance for the operation of the Hyannis Secondary Track, portions of it did not meet the minimum standards for FRA Class 1, which allow a maximum speed of 10 mph. Because of the length of the Hyannis Branch plus the length of the connecting line from Middleboro, a ten mph maximum would have resulted in a very inefficient operation. Therefore, it was determined that the line should be upgraded at least to FRA Class 2, permitting a maximum speed of 25 mph. This would have been insufficient for future passenger train operation, however. In order to take advantage of economies of scale in rehabilitation work, it was decided to initially up-

grade all MBTA-owned lines on Cape Cod to FRA Class 3, which would permit passenger train speeds of 60 mph.

A Federally funded \$1,152,000 upgrading project on the MBTA-owned portion of the Hyannis Secondary and the South Dennis Secondary was undertaken in 1978 and 1979. Work included replacement of 23,000 ties, application of gravel ballast, spot lining and surfacing, and extensive brush clearing. The number of good ties now satisfies Class 3 tie standards, but an undetermined amount of rail replacement is still necessary in order to satisfy Class 3 rail standards. At present most track east of Sandwich is rated as FRA Class 2 with a 25 mph speed limit, but there are lower speeds at certain highway crossings.

3. Service Operated

The Hyannis Secondary Track is served on Mondays and Wednesdays by Conrail Extra WNMI-1 from Middleboro. This train serves points between Middleboro and Sandwich en route to the subsidized line. It is pulled by a single locomotive which is also used on the Falmouth Secondary Track one day a week and on the Newport Secondary Track two days a week.

4. Current use of the Hyannis Secondary Track

Traffic information furnished to the Commonwealth for the Hyannis Secondary Track covers only the segment between Sandwich and Hyannis included in the assistance program. This segment currently serves one steady customer at West Barnstable and five steady customers at Hyannis. A few additional customers at Hyannis use rail service on an occasional basis. The largest volumes are generated by Suburban Gas Company of Hyannis which receives Liquefied Propane Gas in tank cars; packaging industries which both receives and ships plastics by rail; John Hinkley and Sons, which receives lumber and plywood; and Barnstable County Supply,

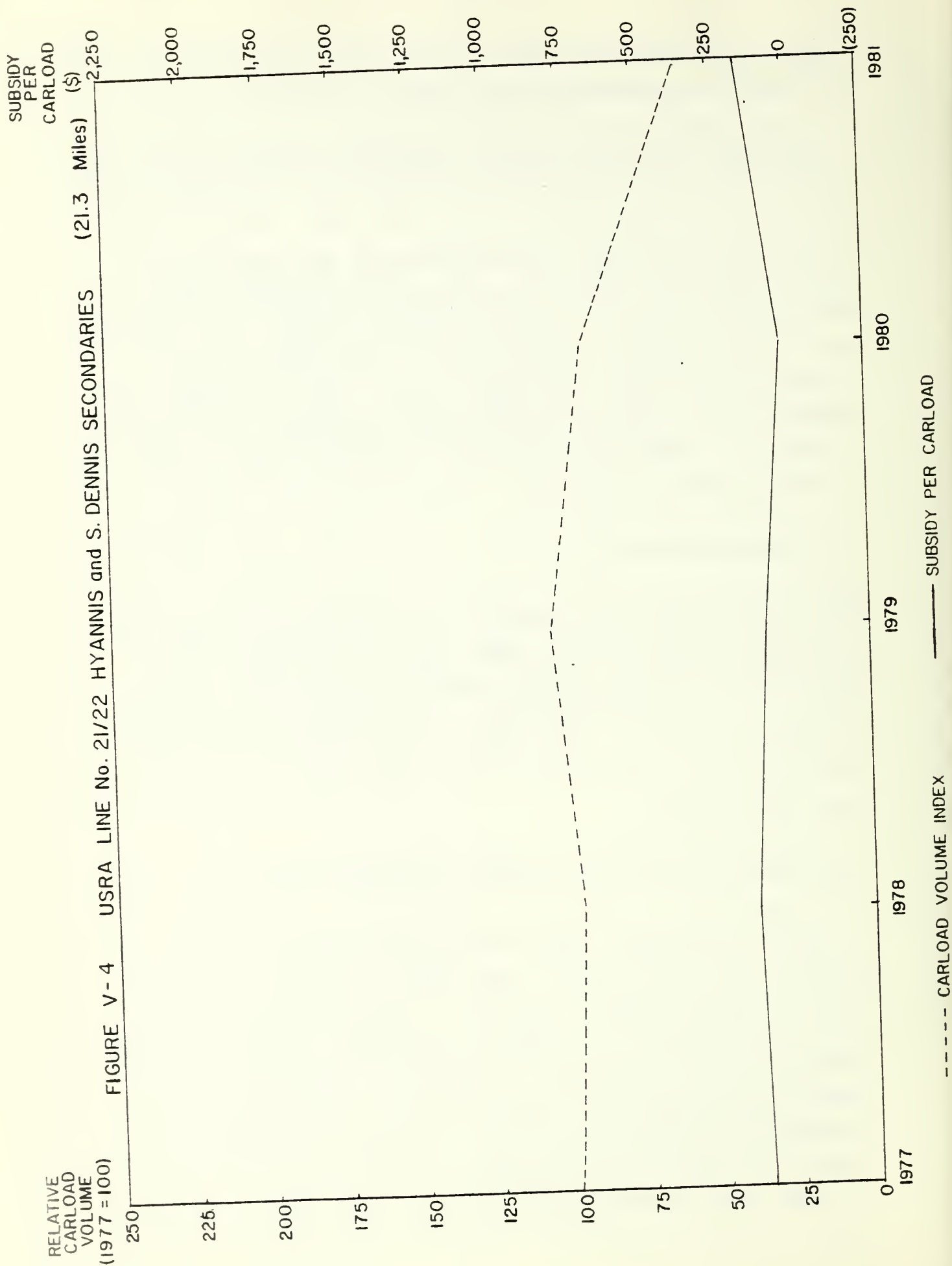


TABLE V-4 USRA LINE No. 21/22 HYANNIS and S. DENNIS SECONDARIES

ITEM	(21.3 Miles)				
	FISCAL YEAR ENDING MARCH 31 1977	FISCAL YEAR ENDING MARCH 31 1978	FISCAL YEAR ENDING MARCH 31 1979	FISCAL YEAR ENDING MARCH 31 1980	FISCAL YEAR ENDING MARCH 31 1981
REVENUE CARLOADS	1,012	984	1,087	949	611
REVENUES	580,966	626,582	751,119	848,945	868,773
OPERATING EXPENSES					
OFF-BRANCH COSTS	494,870	545,653	598,593	627,871	685,204
ON-BRANCH COSTS	163,247	138,719	139,332	152,835	162,822
OPERATOR FEES	31,953	43,861	65,347	73,858	75,583
TOTAL OPERATING EXPENSES	690,070	728,233	803,272	854,564	923,609
OPERATING SUBSIDY	109,104	101,651	52,153	5,619	54,836
REVENUE PER CARLOAD	574	634	691	894	1,422
EXPENSES PER CARLOAD	682	740	739	900	1,512
OPERATING SUBSIDY PER CARLOAD	108	106	48	6	90
REVENUE / EXPENSE RATIO	84.2	86.0	93.5	99.3	94.1
ADDITIONAL ANNUAL COSTS					
ACCELERATED MAINTENANCE	--	1,538	20,485	--	--
EMERGENCY MAINTENANCE	--	34,992	28,056	11,110	1,500
PROGRAM MAINTENANCE	--	2,691	4,787	8,134	40,173
LEASE PAYMENTS	--	--	--	--	--
TOTAL ADDITIONAL ANNUAL COSTS	--	39,221	53,328	19,244	41,673
TOTAL ANNUAL SUBSIDY	109,104	140,872	105,481	24,863	96,509
AVERAGE SUBSIDY PER CARLOAD	108	143	97	26	158

which receives assorted building materials. Other customers are New Bedford Gas and Edison Light, Cape Maid Farms, Hyannis Hardware, and Surprise Furniture Company. As a result of general economic conditions, traffic on the Hyannis Secondary in 1980 was down sharply from prior years. Table V-4 and Figure V-4 show traffic, cost and revenue data for the first five years of subsidy operation.

5. Future of the Hyannis Secondary Track

Several rate increases between 1976 and 1979 had brought revenues on the Hyannis and South Dennis Secondaries combined almost up to the break-even point. If traffic returns to pre-1980 levels there is a strong possibility that these lines could be run with no operating subsidies. As noted previously, the future of the Hyannis Secondary depends heavily on the future of the Conrail line between Middleboro and Sandwich. The Commonwealth has been negotiating with Conrail for acquisition of this line in conjunction with possible restoration of rail passenger service to Cape Cod from New York and or Boston. Present track conditions result in a speed limit of 10 mph from Middleboro to Sandwich. Track upgrading required for passenger service would substantially improve the efficiency of freight operation by reducing crew time.

G. USRA Line 22 South Dennis Secondary Track

1. General Description

The South Dennis Secondary Track extends from a connection with the Hyannis Secondary Track at Yarmouth to South Dennis, a distance of 5.6 miles. This track extended 18.5 miles further to North Eastham until 1966, and ran to Provincetown,

38.6 miles beyond South Dennis until 1960. Traffic on the South Dennis Secondary now includes team track cars for former users of these abandoned segments.

The South Dennis Secondary Track has been operated by Conrail as designated operator for the Commonwealth since April 1, 1976. It was purchased from Penn Central by the MBTA at the time of the Conrail implementation. It is intended that the Commonwealth will shortly purchase the line from the MBTA. All traffic for Line 22 must travel over the Hyannis Secondary Track, USRA Line 21 described in Section F of this Chapter.

2. Track Condition

At the time the Commonwealth began providing operating assistance for the South Dennis Secondary Track, it did not meet FRA minimum safety standards, which allow a maximum operating speed of 10 mph. Service to the line was then and still is provided by a Conrail local freight originating at Middleboro, 41 miles from Yarmouth. Analysis showed that although the time reduction from a speed limit higher than 10 mph on the South Dennis Secondary would be fairly small, it might control whether or not the Hyannis and South Dennis lines could be served within one train-crew day. Therefore it was decided to upgrade the line to FRA Class 2 standards. This was done at the same time as the Hyannis Secondary upgrading in 1978 and 1979.

3. Service Operated

The South Dennis Secondary Track is served on Mondays and Wednesdays by Conrail Extra WNMI-1 from Middleboro. This is the same train that serves the Hyannis Secondary. Further details about this train appear in Section F.

4. Current use of the South Dennis Secondary Track

The South Dennis Secondary Track currently serves three steady customers and two occasional customers, all at South Dennis. About three-quarters of the traffic is accounted for by Mid-Cape Center (Nickerson Lumber Company) which has a private siding serving warehouses which supply seven retail outlets on the Cape. Other rail users are served by a team track. These include Mid-Cape Grain of North Harwich which receives animal and pet food and OK Door and Window of Dennisport which receives lumber.

5. Future of the South Dennis Secondary Track

If the South Dennis Secondary were abandoned, but other Cape lines were retained, the South Dennis customers would have to transfer their freight to trucks at Hyannis. The largest customer would find this transloading very costly. The others already have to transfer freight to trucks and would therefore incur only extra line-haul costs. Since the rail line has recently been rehabilitated, however, the reduction in railroad cost resulting from abandonment in the next few years would be relatively small. Furthermore, during summer months it is preferable to have trucks load at South Dennis than at Hyannis which has much heavier traffic congestion.

As noted in the discussion of the Hyannis Secondary, prior to the economic downturn in 1980 revenues on the Hyannis and South Dennis Secondary Tracks were nearing the break-even point. The Commonwealth will continue to provide assistance to these lines on a short term basis with the expectation that they will become self-sufficient in the near future.

The South Dennis Secondary Track is not being considered for future railroad passenger service. Hyannis is preferable to South Dennis as a terminal because of higher population. Providing service to both Hyannis and South Dennis would re-

quire splitting trains at Yarmouth, which would result in inefficient use of crews and equipment. Modern passenger locomotives exceed weight limits for the rail on the South Dennis Secondary, so through operation of a conventional Amtrak train would not be possible.

H. USRA Line No. 23 Falmouth Secondary Track

1. General Description

The Falmouth Secondary Track runs from a connection with the Conrail Buzzard's Bay Secondary Track at Canal Junction to Falmouth, a distance of 13.6 miles. The line formerly continued beyond Falmouth 3.6 miles to the Steamship Authority Pier at Woods Hole. This segment, which had been used only for passenger service, was abandoned in 1968. The right of way was subsequently acquired by the town of Falmouth and converted to a bicycle path.

The Falmouth Secondary Track has been operated by Conrail as designated operator for the Commonwealth since April 1, 1976. This segment was purchased by the MBTA from Penn Central at the time of the Conrail implementation. It is intended that the Commonwealth will shortly purchase this line from the MBTA.

All traffic on the Falmouth Secondary Track must pass over the Conrail Buzzard's Bay Secondary Track between Middleboro and Canal Junction, a distance of 20.2 miles. Problems of the Buzzard's Bay Secondary are discussed in greater detail in Section F of this Chapter.

2. Track Condition

At the time the Commonwealth began providing assistance for the operation of the Falmouth Secondary Track, it did not

meet the minimum safety standards for FRA Class 1, which allow a maximum speed of ten mph. Because of the length of the Falmouth Branch and the connecting line from Middleboro, a ten mph maximum would have resulted in a very inefficient operation. Therefore it was determined that the line should be upgraded at least to FRA Class 2 permitting a maximum speed of 25 mph. This would have been insufficient for potential future passenger train operation, however. In order to take advantage of economies of scale in rehabilitation work, it was decided to initially upgrade all MBTA-owned lines on Cape Cod to FRA Class 3, which would permit passenger train speeds of 60 mph.

A Federally funded \$750,000 upgrading project was undertaken on the Falmouth Secondary Track in 1978 and 1979. Work included replacement of 15,000 ties, application of gravel ballast, spot lining and surfacing and extensive brush clearing. The number of good ties now satisfies FRA Class 3 standards, but an undetermined amount of rail replacement is still necessary in order to satisfy Class 3 rail standards. At present the entire line is rated as FRA Class 2 and has a 25 mph speed limit.

3. Service Operated

The Falmouth Secondary Track is served on Fridays only by Conrail Extra WNMI-1 from Middleboro. This train is pulled by a single locomotive which is also used on the Hyannis Secondary Track two days a week, and on the Newport Secondary Track two days a week. The one day a week schedule has brought some complaints from the customers on the line. When there is a Friday holiday, no service is run until the following week, and this has made it difficult for some customers to maintain inventories.

Because of speed restrictions between Middleboro and Sand-

wich, it is not currently feasible to serve the Falmouth, Hyannis and South Dennis Secondary tracks with one train on the same day. The traffic volume on the Falmouth Secondary alone is insufficient to justify more than one train per week, however.

4. Current use of the Falmouth Secondary Track

At present the Falmouth Secondary Track serves three steady customers, and a few occasional customers. The largest source of traffic on the line is Otis Air Force Base, which is served over a privately owned track connecting with the Falmouth Secondary at North Falmouth. The main commodity carried is coal for the Base Central Heating Plant. This traffic is temporarily down because of a problem with EPA standards for the coal used in the plant, but shipments are expected to resume when this problem is resolved. There are also occasional shipments of large military equipment that cannot be transported over existing highways. The other two steady customers are The Grain Mill, which receives grain products at the Falmouth team track, and Falmouth Lumber, which receives lumber at the Falmouth team track. Both of these shippers can use team tracks elsewhere, but at greater inconvenience to themselves. Another former steady customer, Wood Lumber Company, was lost in 1980 because of a change in its supplier's shipping policies. Table V-5 and Figure V-5 show traffic, cost and revenue data for the first five years of subsidy operation.

5. Future of the Falmouth Secondary Track

The Falmouth Secondary Track has shown potential for operating on a self-sustaining basis in the future. In 1977 revenue exceeded total operating and maintenance expenses. In 1978 revenue exceeded operating cost but there was a small deficit after maintenance expenses. In 1979 there

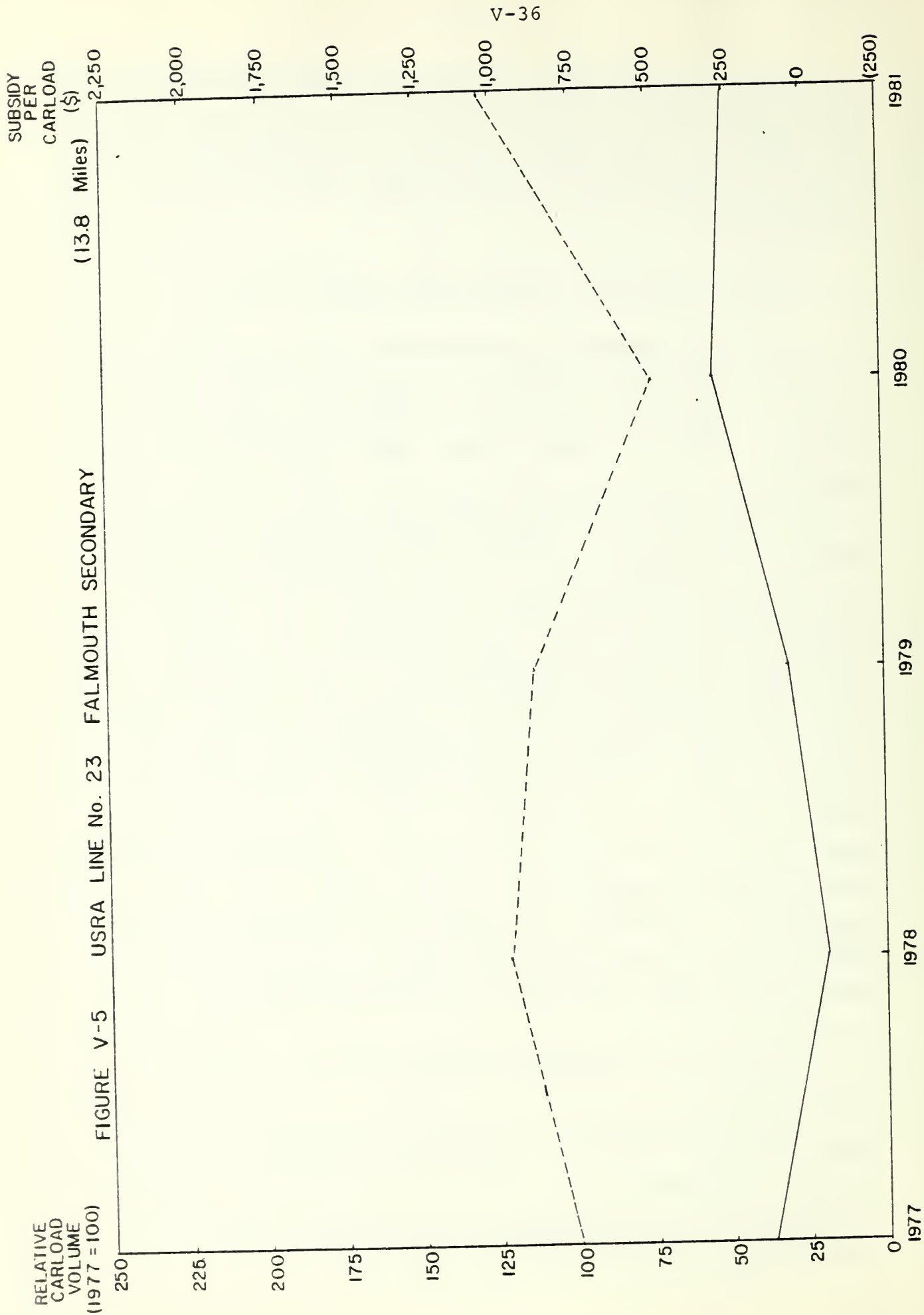


TABLE V-5 USRA LINE No. 23 FALMOUTH SECONDARY

ITEM	(13.8 Miles)				
	FISCAL YEAR ENDING MARCH 31	FISCAL YEAR ENDING MARCH 31	FISCAL YEAR ENDING MARCH 31	FISCAL YEAR ENDING MARCH 31	FISCAL YEAR ENDING MARCH 31
	1977	1978	1979	1980	1981
REVENUE CARLOADS	228	278	260	171	292
REVENUES	153,623	262,592	248,705	128,377	137,069
OPERATING EXPENSES					
OFF-BRANCH COSTS	126,695	171,299	158,269	101,658	116,865
ON-BRANCH COSTS	46,945	52,974	58,950	57,506	62,845
OPERATOR FEES	8,449	18,381	21,638	11,169	11,925
TOTAL OPERATING EXPENSES	182,089	242,654	238,857	170,333	191,635
OPERATING SUBSIDY	28,466	(19,938)	(9,848)	41,956	54,566
REVENUE PER CARLOAD	674	945	957	751	469
EXPENSES PER CARLOAD	799	873	919	996	656
OPERATING SUBSIDY PER CARLOAD	125	(72)	(38)	245	187
REVENUE / EXPENSE RATIO	84.4	108.2	104.1	75.4	71.5
ADDITIONAL ANNUAL COSTS					
ACCELERATED MAINTENANCE	--	926	11,276	--	--
EMERGENCY MAINTENANCE	--	4,963	10,677	4,677	1,500
PROGRAM MAINTENANCE	--	1,558	5,380	2,772	19,715
LEASE PAYMENTS	--	--	--	--	--
TOTAL ADDITIONAL ANNUAL COSTS	--	7,447	27,333	7,449	21,215
TOTAL ANNUAL SUBSIDY	28,466	(12,491)	17,485	49,405	75,781
AVERAGE SUBSIDY PER CARLOAD	125	(45)	67	289	259

was a more substantial deficit because of a large dropoff in traffic. The Commonwealth will work with present and potential shippers to try to maintain traffic on this line at above break-even requirements in the future.

It has not yet been finally determined whether or not the railroad passenger service to the Cape would include operations on the Falmouth Secondary Track. Historically, transfers to and from the Martha's Vineyard and Nantucket ferries at Woods Hole accounted for more than half of the summer passenger volume on this line. There is, however, substantial local opposition to eliminating the bicycle path and reconstructing the railroad between Falmouth and Woods Hole. Passenger service feasibility will be determined in large part by the ability to establish acceptable connecting service between the railroad and ferry terminals.

I. USRA Line No. 33, part of Needham Branch

1. General Description

This segment of the Needham Branch extends from a connection with the Conrail Dover Secondary Track at Needham Junction to Forest Hills, a distance of 6.9 miles. At present, only the first three miles east from Needham Junction are in service. Line Number 33 was not included in the basic Conrail System, and was not originally included in the Commonwealth's Rail Assistance Program. At the request of a shipper in West Roxbury, the Commonwealth arranged for resumption of service by Conrail as designated operator late in 1978 after the shipper agreed to pay part of the subsidy cost.

The line between Needham Junction and Forest Hills was purchased from Penn Central by the MBTA in January 1973. Commuter train service between Boston and Needham Heights was operated over this line by a succession of companies under contract with the MBTA between April 1966 and October

1979. Prior to April 1966 unsubsidized service had been operated at a loss by the New Haven Railroad. Passenger service on the entire Needham Branch was suspended on October 13, 1979 as a result of construction of the MBTA's Southwest Corridor Project. At present it is impossible to operate trains between Boston and Forest Hills on the old route and no reasonable detour for Needham trains is available. Plans call for restoration of commuter service to Needham after completion of the Southwest Corridor Project.

2. Track Condition

At the time for the implementation of the Conrail system, Line 33 was rated as FRA Class 2 or better with freight train speed limits of 25 mph or more, and passenger train speed limits of 30 mph or more. Because of the anticipated start up of the Southwest Corridor Project and the original plan to discontinue freight service, very little maintenance work was done on the track during the last several years of passenger operation. As a result, track condition deteriorated significantly. The line still exceeds minimum safety standards, however.

3. Service Operated

The subsidized segment of the Needham Branch is served as needed on Tuesday or Thursday by Conrail Extra WNFR-5 from Framingham. This train normally runs between Framingham, Newton Upper Falls, and the New England Industrial Center via Medfield Junction and Needham Junction. Service to West Roxbury involves a diversion of this train at Needham Junction. The train is pulled by a single locomotive, which is assigned to other Extras from Framingham on Mondays, Wednesdays, and Fridays.

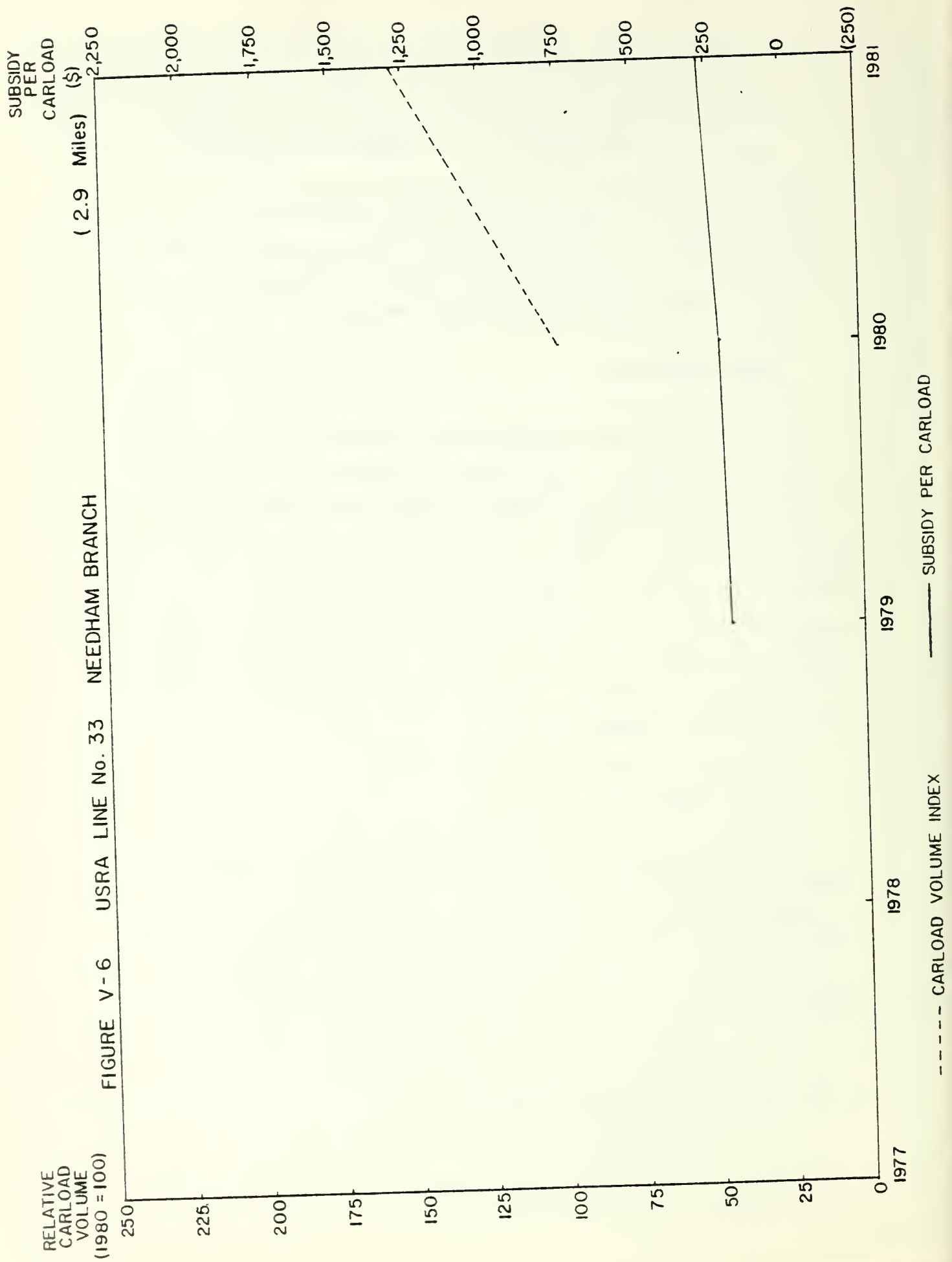


TABLE V-6 USRA LINE No. 33 NEEDHAM BRANCH

ITEM	(2.9 Miles)				
	FISCAL YEAR ENDING MARCH 31 1977	FISCAL YEAR ENDING MARCH 31 1978	FISCAL YEAR ENDING MARCH 31 1979	FISCAL YEAR ENDING MARCH 31 1980	FISCAL YEAR ENDING MARCH 31 1981
REVENUE CARLOADS	--	--	25	98	150
REVENUES	--	--	31,776	134,140	141,060
OPERATING EXPENSES					
OFF-BRANCH COSTS	--	--	30,830	128,547	142,464
ON-BRANCH COSTS	--	--	3,240	15,469	19,709
OPERATOR FEES	--	--	2,590	11,235	11,620
TOTAL OPERATING EXPENSES	--	--	36,660	155,251	173,793
OPERATING SUBSIDY	--	--	4,884	21,111	32,733
REVENUE PER CARLOAD	--	--	1,271	1,369	940
EXPENSES PER CARLOAD	--	--	1,466	1,584	1,159
OPERATING SUBSIDY PER CARLOAD	--	--	195	215	219
REVENUE / EXPENSE RATIO	--	--	86.7	86.4	81.2
ADDITIONAL ANNUAL COSTS					
ACCELERATED MAINTENANCE	--	--	--	--	--
EMERGENCY MAINTENANCE	--	--	--	--	7,500
PROGRAM MAINTENANCE	--	--	--	--	--
LEASE PAYMENTS	--	--	--	--	--
TOTAL ADDITIONAL ANNUAL COSTS	--	--	--	--	7,500
TOTAL ANNUAL SUBSIDY	--	--	4,884	21,111	40,233
AVERAGE SUBSIDY PER CARLOAD	--	--	195	215	268

4. Current use of Line 33

Line 33 serves only one shipper, United Liquors, which has a private siding about one mile west of the West Roxbury Station site. This firm was also the only shipper on this line prior to the suspension of freight service in 1976. Table V-6 and Figure V-6 show traffic, cost, and revenue experience since the restoration of service on this line.

5. Future of Line 33

Restoration of commuter train service between Boston and Needham Heights over Line 33 is planned after completion of the Southwest Corridor Project. This will not be until at least 1985, however. When passenger service is restored, it will be the primary source of traffic on this line, and therefore most of the maintenance cost for the line will rightfully be charged to it. In the meantime, all maintenance cost is chargeable directly to freight service.

Traffic volume on Line 33 is now more than twice as great as it was prior to 1976. Nevertheless, an operating subsidy is still required. The Commonwealth will work with the one rail customer on the line to bring revenue to the break even point through a combination of increased volume and surcharges. If this cannot be accomplished, termination of service will have to be considered.

J. Program Summary

The provision of public funds for subsidy support of continued railroad freight service on branch lines is a relatively new program activity for both federal and state governments. While almost five years of actual experience are now available for analysis in order to seek conclusions on the success (or lack thereof) of the program, such experience appears to present a mixed result within the Commonwealth of Massachusetts.

By way of contrast, the program of subsidy support to the Cape Cod region has yielded a high and relatively stable traffic base requiring a modest level of subsidy support. Discounting for inflation, the real dollar subsidy cost has decreased appreciably over the five year period. Given an appropriate level of capital investment and an appropriate pricing policy, the Cape Cod lines hold the promise of break-even operations.

On the other hand, the Lowell Secondary Track experience has revealed a sharp adverse trend for the most recent three years of operation. The level of public investment required for the Lowell Secondary Track, as it is currently operated, is excessive and corrective action must be taken shortly to reduce these excessive public expenditures.

Table V-7 and Figure V-7 show traffic, cost and revenue data for the first five years of subsidy operation on the Cape Cod Lines (Lines 21-23 inclusive) which should be compared to Table V-2 and Figure V-2 (the Lowell Secondary Line) presented earlier in this Chapter as demonstration of the range of results produced by the Massachusetts Rail Assistance Program. Table V-9 and Table V-10 show the trend of revenue carloads on each of the branch line segments included in the program. Finally, Figure V-10 shows the five year trend of average annual "out of pocket" subsidy cost per revenue carload handled over each of the branch line segments included in the Massachusetts Program.

K. Data Source Notes

The data presented in this Chapter for the first four program years are taken directly from reports filed by the designated operators and lessors of the lines involved. The fifth program year traffic data is based upon an extrapolation of the first six month period carload reports. The fifth program year financial data is based upon contract estimates for the lines involved.

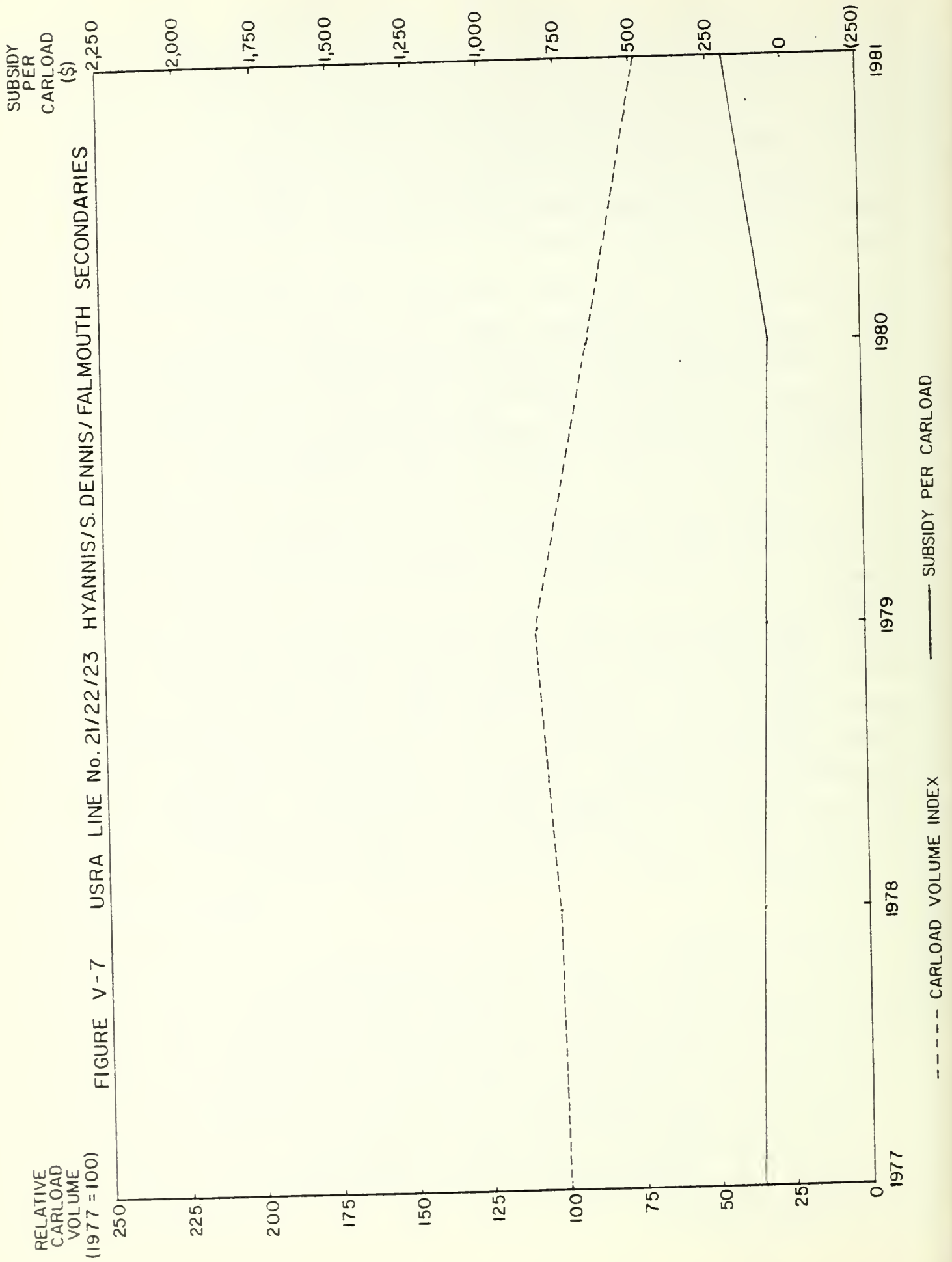


TABLE V - 7 USRA LINE No. 21/22/23 HYANNIS/S. DENNIS/FALMOUTH SECONDARIES

(35.1 Miles)

ITEM	FISCAL YEAR ENDING MARCH 31 1977	FISCAL YEAR ENDING MARCH 31 1978	FISCAL YEAR ENDING MARCH 31 1979	FISCAL YEAR ENDING MARCH 31 1980	FISCAL YEAR ENDING MARCH 31 1981
REVENUE CARLOADS	1,240	1,262	1,347	1,120	903
REVENUES	734,589	889,174	999,824	977,322	1,005,842
OPERATING EXPENSES					
OFF-BRANCH COSTS	621,565	716,952	756,862	729,529	802,069
ON-BRANCH COSTS	210,192	191,693	198,282	210,341	225,667
OPERATOR FEES	40,402	62,242	86,985	85,027	87,508
TOTAL OPERATING EXPENSES	872,159	970,887	1,042,129	1,024,897	1,115,244
OPERATING SUBSIDY	137,570	81,713	42,305	47,575	109,402
REVENUE PER CARLOAD	592	705	742	873	1,114
EXPENSES PER CARLOAD	703	769	774	915	1,235
OPERATING SUBSIDY PER CARLOAD	111	64	32	42	121
REVENUE / EXPENSE RATIO	84.2	91.6	95.9	95.4	90.2
ADDITIONAL ANNUAL COSTS					
ACCELERATED MAINTENANCE	--	2,464	31,761	--	--
EMERGENCY MAINTENANCE	--	39,955	38,733	15,787	3,000
PROGRAM MAINTENANCE	--	4,249	10,167	10,906	59,888
LEASE PAYMENTS	--	--	--	--	--
TOTAL ADDITIONAL ANNUAL COSTS	--	46,668	80,661	26,693	62,888
TOTAL ANNUAL SUBSIDY	137,570	128,381	122,966	74,268	172,290
AVERAGE SUBSIDY PER CARLOAD	111	102	91	66	191

VOLUME INDEX - CARLOAD VOLUME INDEX - SUBSIDY PER CARLOAD

TABLE V - 8

MASSACHUSETTS LIGHT DENSITY LINE (LDL) PROGRAM
ANNUAL REVENUE CARLOADS (1977-1981)

<u>LINE NO.</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>
8	189	250	278	374	276
13	255	356	285	232	143
17	483	567	599	451	283
21/22	1,012	984	1,087	949	611
23/24	228	278	260	171	292
33	--	--	25	98	150
TOTALS	2,167	2,435	2,534	2,275	1,755

NOTES: USRA Line No. 33 included in program in December 1978.

USRA Line No. 8 transferred from Conrail to Mass. Central in December, 1979.

1981 Fiscal Period Data estimate based upon first six months experience.

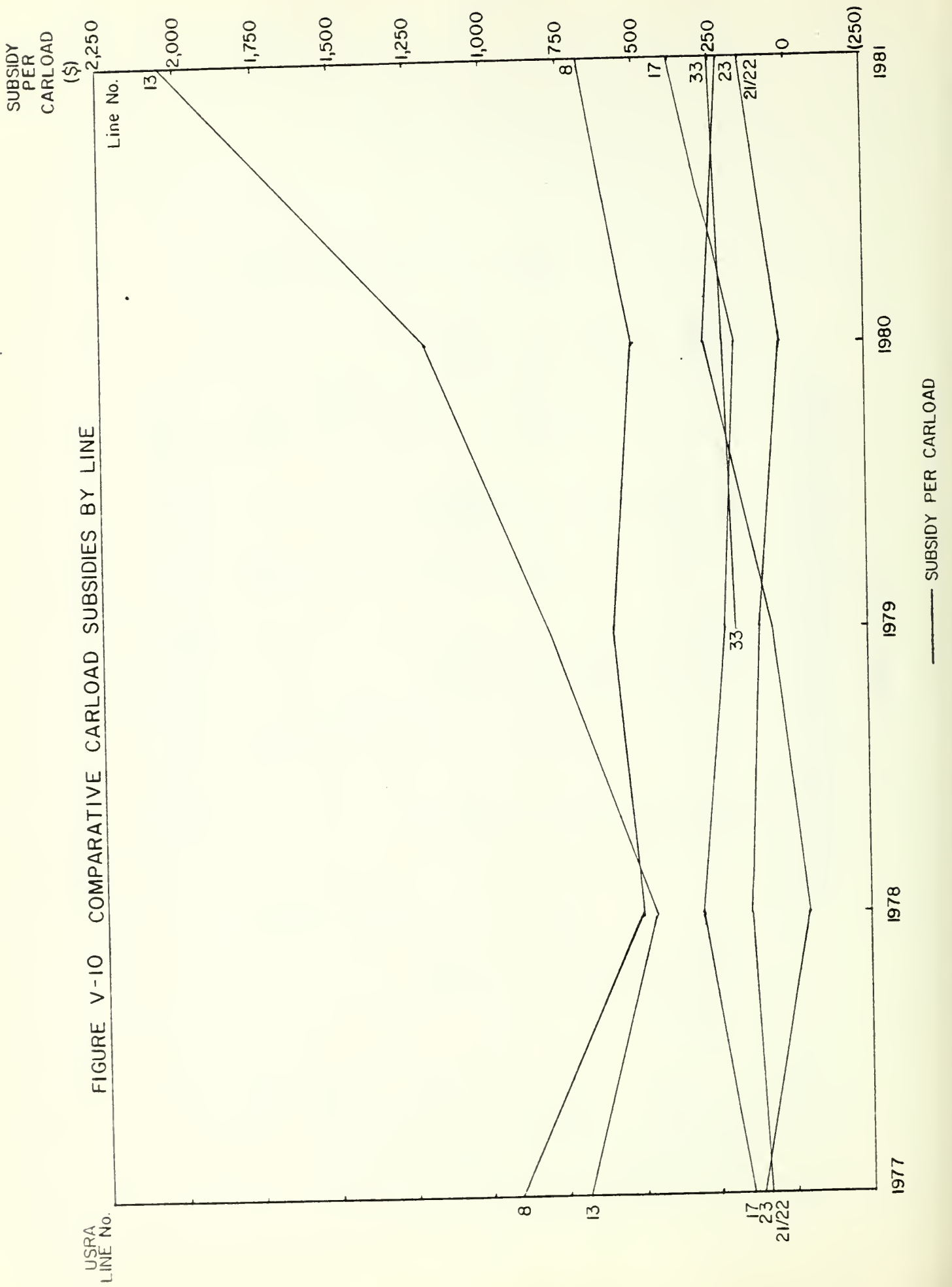
SOURCES: Conrail and Mass. Central

TABLE V - 9

MASSACHUSETTS LIGHT DENSITY LINE (LDL) PROGRAM
INDEX OF ANNUAL REVENUE CARLOAD VOLUMES (1977=100)

LINE NO.	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>
8	100.0	132.3	147.1	197.9	146.0
13	100.0	139.6	111.8	91.0	56.1
17	100.0	117.4	124.0	93.4	58.6
21/22	100.0	97.2	107.4	93.7	60.4
23/24	100.0	121.9	114.0	75.0	128.1
33*	--	--	--	100.0	153.1
Totals	100.0	112.4	116.9	105.0	81.0

*(1980=100)



CHAPTER VI

The Massachusetts Rail Banking Program

A. History

Abandonments of railroad branch lines in Massachusetts were taking place occasionally as early as the 1840s. It was not until the 1920s that there began to be frequent abandonments of line segments of substantial length, however. Ownership of the rights of way of the abandoned lines was usually retained by the railroad companies that had operated them, or their successors. Over the course of many years various segments of these abandoned lines were sold to abutting property owners or to developers, as there was no expectation that rail service would ever be reinstituted.

As undeveloped land in the state became scarce, the private demand for former railroad right of way property increased. At the same time, public agencies and utility companies were having increasing difficulty in obtaining new rights of way for linear facilities such as highways, mass transit, recreational trails, pipelines and power and communications lines. Coincidentally, new industrial development at several locations in the state in the late 1960s and early 1970s required reconstruction of short segments of railroad lines that had previously been abandoned. The rights of way had fortunately remained intact.

B. Public Acquisition of Rail Rights of Way

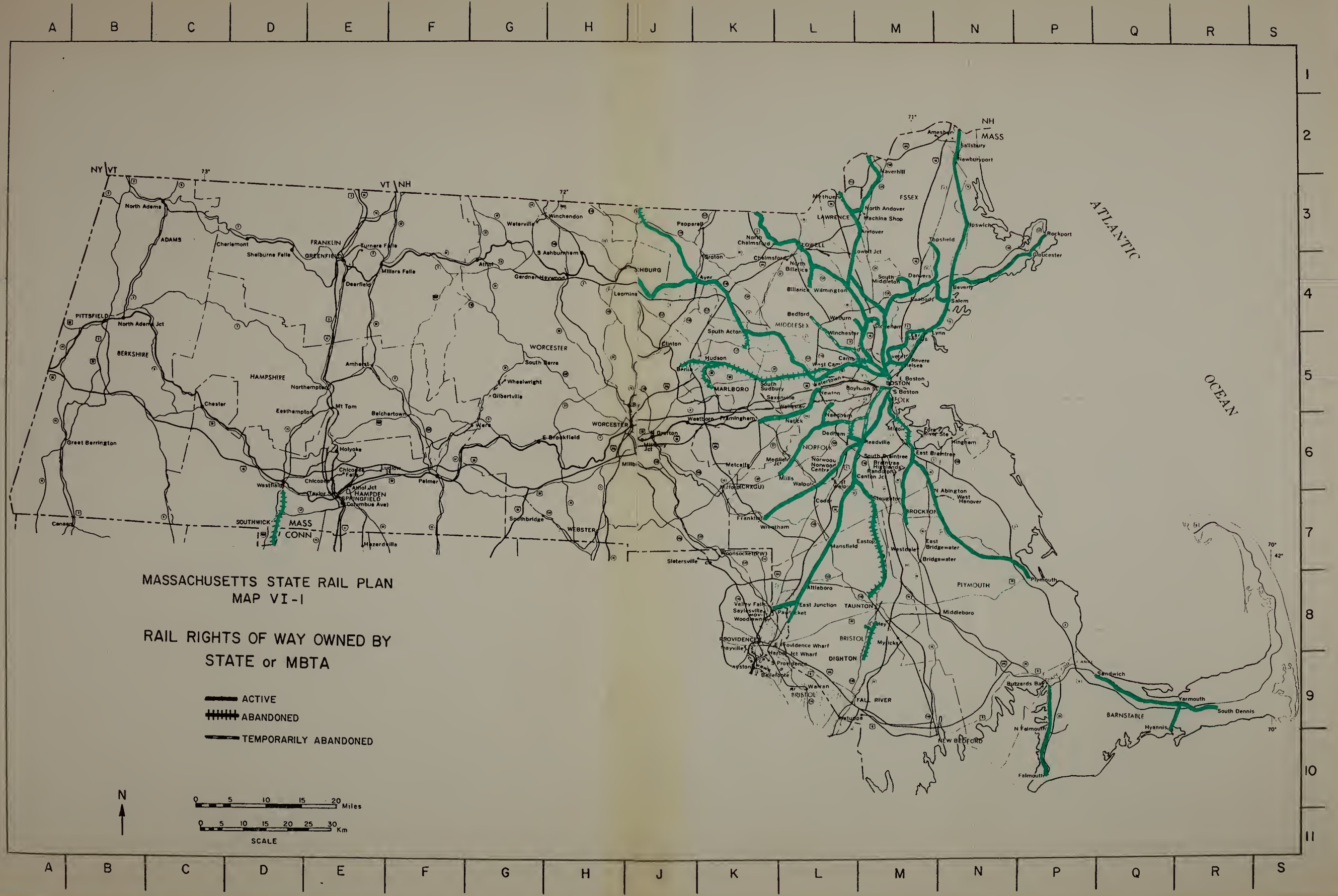
In recognition of the increasing value of abandoned railroad rights of way for future unified uses, steps began to be taken to prevent indiscriminate dismemberment of these rights of way.

The first major step was the agreement by the MBTA in December 1971 to purchase 145 miles of rights of way from the Penn Central Transportation Company. At the time the sale was finalized in January 1973, most of these lines were still active but two abandoned segments totalling 12.2 miles were included, and an additional five mile segment was later abandoned.

Chapter 963 of the Acts of 1973 provided that no local building permit could be issued for a structure to be located on lands formerly used for railroad right of way or property appurtenant thereto without a public hearing and without written permission of the Massachusetts Secretary of Transportation and Construction. In applying this Act, it was found that in the majority of cases the right of way had been broken up to such an extent prior to 1973 that blocking further construction would serve no purpose. Building permits have been denied in a few cases, however.

Chapter 859 of the Acts of 1975, which established the Massachusetts Rail Passenger Fund, authorized the Executive Office of Transportation and Construction to acquire railroad rights of way. It also required any railroad company intending to sell or dispose of rights of way to offer such rights of way for sale to EOTC or to a public agency designated by EOTC prior to selling to a private party. A railroad may not sell rights of way to anyone for better terms than those offered to EOTC, but a decision for or against public acquisition must be reached within 90 days of an offer of sale by the railroad.

Most of the offers of sale to date have been for small segments of lines that had previously been subdivided, or for land not actually rights of way, and in these cases, sales to private parties have been permitted.



Sales of some segments of several miles have been permitted to allow uses in the public interest such as power line construction. Two segments totalling 13.9 miles have been acquired by the Commonwealth for preservation for future public use.

In December 1976 the MBTA purchased 270 miles of railroad rights of way from the Boston and Maine Corporation. None of these lines had been abandoned prior to the sale, but more than 40 miles have since been abandoned. These lines will be preserved for possible future public use.

Section C lists all abandoned railroad rights of way in the Commonwealth that are now owned by the State or the MBTA. Sections D and E describe two additional lines that will be acquired for rail banking.

C. Rights of Way Currently Rail Banked

The following abandoned railroad rights of way are now owned by the MBTA or the Commonwealth.

- 1.) West Roxbury to Dedham 2.44 miles. Partially abandoned 1940. Balance 1964. Bridges removed. Purchased by MBTA from Penn Central 1973. (part easements only)
- 2.) Easton to Whittenton Junction, 9.79 miles. Abandoned 1965. Rail and track bridges removed. Purchased by MBTA from Penn Central 1973.
- 3.) Stoughton to Easton, 5.25 miles. Purchased by MBTA from Penn Central 1973. Abandoned 1976.
- 4.) South Acton to Maynard, 2.21 miles. Purchased by MBTA from Boston & Maine 1976. Abandoned 1979.
- 5.) West Townsend to State Line, 2 miles. Purchased by MBTA from Boston & Maine 1976. Abandoned 1979. (out of service since early 1970s)
- 6.) Part of Freight Cutoff in Cambridge and Somerville, 1.26 miles. Purchased by MBTA from B & M 1976.

Abandoned 1979.

- 7.) West Cambridge to Bedford, 9.95 miles. Purchased by MBTA from B & M 1976. Abandoned 1980. (Abandonment to be reviewed after completion of Red Line extension)
- 8.) Waltham North to Berlin, 21.68 miles. Purchased by MBTA from B & M 1976. Abandoned 1980. (Partially out of service since 1974)
- 9.) Gleason Junction to Marlboro, 5.2 miles. Purchased by MBTA from B & M 1976. Abandoned 1980. (Partially out of service since 1972. Some track removed)
- 10.) End of Dighton Industrial Track to Dighton, 4.7 miles and branch to Three Mile River, 1.0 miles. Abandoned 1971. Purchased by State from private party 1977. Rail and bridges still in place. (partly easements)
- 11.) South Westfield to Connecticut State Line 7.7 miles. Abandoned 1976. Purchased by State from Penn Central 1979. Track partly dismantled.

D. Planned Rail Bank Acquisition-East Bridgewater Secondary Track

1. Line Description

The East Bridgewater Secondary Track extends from Westdale on the Conrail Middleboro Branch two miles, to the south side of Forge Pond in East Bridgewater. This line was formerly part of the Penn Central system but was not designated for inclusion in the Conrail System by the USRA Final System Plan.

2. Current Status

Because loss of service on this line was expected to have relatively minor immediate impact, no party offered to provide a service continuation subsidy. Therefore the line has not been operated since March 31, 1976. The switch connecting the East Bridgewater Secondary with

the Middleboro Branch has been removed in conformance with general Conrail policy, but the rest of the track is still in place.

3. Future Potential

The East Bridgewater Secondary Track provided the only rail access to industrially zoned land in the town of East Bridgewater. Without this branch, therefore, the town will be unable to attract rail dependent industry in the future. In meetings with the state rail planning staff, the Board of Selectmen and Industrial Development Commission stressed the importance of the branch to the town's long-range industrial development potential. Accordingly, acquisition of the East Bridgewater Secondary Track was given high priority in the Massachusetts State Rail Plan.

4. Proposed Acquisition

Pending the completion of a sale agreement, the estate of Penn Central left the East Bridgewater Secondary Track in place without compensation. Because of limited funds in the Massachusetts rail program, no progress was made toward acquisition. Accordingly, early in 1980 Penn Central began taking steps to have the line dismantled. To prevent this, the Commonwealth agreed to a lease, effective from April 1, 1980 until a sale was accomplished. Under Chapter 789 of the Acts of 1979, \$90,000 has been appropriated from the Massachusetts Rail Freight Fund for the acquisition of the East Bridgewater Secondary Track, but by law the acquisition must await the completion of a title search and appraisals.

No Federal Funds will be sought for the actual purchase, but funds are being requested for the interim lease cost. Under Section 266.1 of the Federal Rail

Service Assistance regulations, Acquisition assistance is defined as "funds granted to a State under Section 5(F)(2) of the Department of Transportation Act to cover the cost of acquiring by purchase, lease, or in such other manner as the State considers appropriate, a line of railroad or other rail properties, or any interest therein for existing or future rail freight service". The proposed lease of the East Bridgewater Secondary Track would be covered by this definition.

5. Project Justification

After the Commonwealth made a firm commitment to the Town of East Bridgewater to acquire the East Bridgewater Secondary Track, the issue remaining was whether or not there should be an interim lease prior to the acquisition. Under terms of the 3R Act and the 4R Act, Penn Central was not compelled to retain ownership of the East Bridgewater right-of-way, nor to leave the rail in place. By 1979, Penn Central was prepared to sell the track for scrap. As required by Massachusetts law, the line was offered for sale to the Commonwealth. The purpose of the lease is to maintain the line intact between the end of the ninety-day sale restriction imposed by the law, and completion of final sale terms.

An engineering study of the East Bridgewater Secondary will be made to determine the relative cost of upgrading the existing track for future service versus replacing all track materials before the line reopens. If the latter strategy is more cost-effective, only the right of way will be preserved.

E. Planned Rail Bank Acquisition - Millbury Branch

1. Line Description

The Millbury Branch extends from Millbury Junction on the Conrail New England Division Main Line 2.7 miles to Millbury Avenue in the town of Millbury. This line was formerly part of the Penn Central system, but was not designated for inclusion in the Conrail system by the USRA Final System Plan. The line originally extended 0.5 miles beyond Millbury Avenue to the north side of Canal Street, but this segment was sold to the abutting industries before 1970.

2. Current Status

Because loss of service on the Millbury Branch was expected to have relatively minor immediate impact, no party offered to provide a service continuation subsidy. Therefore, the line has not been operated since March 31, 1976. The switch connecting the Millbury Branch with the Main Line was removed shortly after that in conformance with general Conrail policy, but the rest of the track remained in place until 1980.

3. Future Potential

Rail access to the town of Millbury is provided by the Main Line of the Providence & Worcester Railroad as well as by the Millbury Branch. The two lines never connected, however, and it would not be possible for any industrial site to receive direct service from both lines. Topography and existing land use make sites on the Millbury Branch preferable to sites on the P & W for industrial location. At present the industries located along the Millbury Branch use truck service and have not sought restoration of rail service. At

some point in the future, however, potential re-use of these present sites could be hindered by lack of rail service.

The town of Millbury wishes to preserve the Millbury Branch right of way to provide rail service for long-range future industrial development. In the meantime, the town wants to use the right of way for recreational purposes such as a hiking trail or a bicycle path. Preservation of the right of way has been recommended in past editions of the Massachusetts State Rail Plan.

4. Proposed Acquisition

Because of the proposed acquisition of the Millbury Branch by the Commonwealth, the estate of Penn Central kept the line intact, although not obligated to do so. Limited funds prevented the sale from taking place, and in 1979 Penn Central began taking steps to have the line dismantled. Removal of the rails is consistent with the plans of the town of Millbury for recreational use of the right of way, but sale of parcels of the right of way to private owners would be inconsistent both with this short-term re-use and with long-range plans for restoration of rail service. To prevent segmentation of the right of way, the Commonwealth agreed to lease it from Penn Central effective April 1, 1980 pending negotiation of an outright purchase. Penn Central was permitted to proceed with dismantling of the track, however.

Section 266.1 of the Federal Rail Service Assistance regulations defines Acquisition Assistance as "funds granted to a State under section 5(F)(2) of the Department of Transportation Act to cover the cost of acquiring by purchase, lease, or in such other manner as the State considers appropriate, a line of railroad or other

rail properties, or any interest therein for existing or future rail freight service." A lease of the Millbury Branch right of way to the Commonwealth pending acquisition to provide for future rail freight service is eligible for such funds.

5. Project Justification

After the Commonwealth made a firm commitment to the Town of Millbury to purchase the Millbury Branch right-of-way, the issue remaining was whether or not there should be an interim lease prior to the acquisition. Although rehabilitation of the old track to FRA Class I standards might have been less costly than construction of a new track, possible restoration of service on the Millbury Branch is seen as a very long range future option, reducing the present value of this saving. For safety reasons, retention of rail and other track materials on the right-of-way would not have been compatible with proposed interim recreational use. Finally, the limited state funds currently available for rail-banking projects dictated that the extra money that would have had to be spent to purchase the rails as well as the right-of-way should be reserved for projects of higher priority.

The purpose of leasing the Millbury Branch is to prevent possible sale of segments of the right-of-way to private parties prior to acquisition by the Commonwealth. Under Massachusetts law, a railroad company or former railroad company cannot sell any land which was formerly part of a right-of-way or land adjacent thereto, unless the land is first offered for sale to the Commonwealth under terms no less favorable than those offered to other potential buyers. The Commonwealth, or another public agency which it designates, must act on a sale within 90 days of the offer to retain the right to these terms, however.

Because of requirements for appraisals and title searches, public acquisition of railroad land can require more time than is allowed. In the past, this has caused problems with some railbanking projects.

Much of the Millbury Branch right-of-way runs through a residential area in a suburb of Worcester, the second largest city in Massachusetts. Certain parcels of the right-of-way could conceivably be combined with adjacent vacant land to create new house lots, as has occurred elsewhere. Although the Commonwealth has the power to block building permits for structures on former railroad property, it does not appear to have the power to block uses such as backyards of houses located on adjacent non-railroad property.

Since both short-term and long term proposed plans for the Millbury Branch right-of-way involve unified use of the entire line, loss of even a single parcel could substantially reduce the utility of the remainder. Therefore execution of a lease to ensure preservation of the right-of-way until completion of acquisition was determined to be in the public interest. Federal assistance for the cost of a lease has been approved.

CHAPTER VII

Rail Projects Funded From Sources Other Than the Rail Assistance Program

A. Introduction

Section 266.15.c.3.vii of the Federal Rail Assistance regulations requires a list of projects for which the state provides or plans to provide assistance from sources other than the Rail Service Assistance Program, including the estimated cost of the projects. In Massachusetts there are currently four sources of public funding for railroad improvements in addition to the Rail Service Assistance Program. These are the New England Regional Commission (NERCOM) Rail Program, the Massachusetts Rail Freight Fund, the Massachusetts Rail Passenger Fund, and the MBTA Commuter Rail Improvement Program (CRIP).

This chapter summarizes projects recently completed, projects currently in progress, and committed future projects under each of these funding sources.

B. NERCOM Rail Program

The NERCOM Rail Program, which began in 1976, has provided grants to New England railroads for the labor component of rehabilitation or other improvement projects. The U.S. Department of Commerce has been the source of funds for the program. Proposals for projects have been submitted by the railroads and grants have been distributed according to the recommendations of the Transportation Departments of the New England States. In Massachusetts NERCOM funds have been channelled through the Executive Office of Transportation and Construction. The NERCOM Rail Program was scheduled to expire at the end of 1980. Hence, no projects were committed beyond that date. Projects in Massachusetts for

1979 and 1980 are summarized below. Additional details on the lines on which the projects are located will be found in Appendices B, C and D.

In 1979 the following projects were funded in Massachusetts:

- 1.) Central Vermont Railway - Southern Division, Palmer Subdivision - Roadbed improvements between Palmer and East Northfield (46 miles) bringing line from FRA Class 2 (25 mph) to Class 3 (40 mph). Materials and equipment supplied by the Central Vermont Railway. NERCOM labor funding - \$125,800. Total project cost - \$650,331. Project has been completed.
- 2.) Conrail - North Adams Secondary Track - Roadbed improvements between CP 148 (Pittsfield) and Adams (18.5 miles) to keep line at FRA Class 1 (10 mph). Materials and equipment supplied by Conrail. NERCOM labor funding - \$86,200. Total project cost - \$187,910. Project has been completed.
- 3.) Providence and Worcester Company - Gardner Branch - Roadbed improvements on the Gardner Branch between Barber and Gardner, 26 miles, bringing line up to FRA Class 2 (25 mph). Materials and equipment supplied by the Providence and Worcester Company. NERCOM labor funding - \$312,200. Total project cost - \$769,472. Project has been completed.
- 4.) Boston and Maine Corporation - Fitchburg Route Main Line - East Deerfield Yard. Second year of a four-year program to reconstruct and modernize the East Deerfield freight yard and related facilities. Materials and equipment supplied by Boston and Maine Corporation. Total 1979 project cost - \$1,213,550 NERCOM labor funding - \$514,300. Work planned for this phase has been completed.
- 5.) Boston & Maine Corporation - branch line tie program - Tie renewal program to retain FRA Class 1 (10 mph) track on Saugus Branch, Danvers Branch, former South Reading Branch, former Mystic Branch, and in Boston yards. Material and equipment supplied by Boston and Maine. NERCOM labor funding - \$58,000. Total project cost - \$127,500. Planned work has been completed.

In 1980 the following NERCOM projects were funded in Massachusetts:

- 1.) Providence and Worcester Company - Norwich Branch -
Rehabilitation of 15.3 miles of track between Worcester and Connecticut state line at Webster to bring line up to FRA Class 3 (40 mph). Materials and equipment supplied by Providence and Worcester. NERCOM labor funding - \$200,092. Total project cost - \$593,612. Project was still in progress at the end of 1980.
- 2.) Grafton and Upton Railroad - Rehabilitation of line between Milford and North Grafton (15.4 miles) to retain FRA Class 1 (10 mph) standards. Materials and equipment supplied by Grafton and Upton. NERCOM labor funding - \$43,650. Total project cost - \$98,055. Project was still in progress at end of 1980.
- 3.) Boston and Maine Corporation Fitchburg Route Main Line -
East Deerfield Yard - Continuation of project described above as 1979 - (4). NERCOM labor funding 1980 was - \$333,136. Total 1980 project cost - \$564,169. Project is continuing.
- 4.) Conrail - Watuppa Secondary Track - Rehabilitation of track between Nash Road and Watuppa (12.1 miles) to maintain FRA Class 1 (10 mph) standards. Materials and equipment supplied by Conrail. NERCOM labor funding - \$88,591. Total project cost - \$177,119. Project was still in progress at end of 1980.
- 5.) Conrail - Milford Secondary Track - Rehabilitation of track between Franklin Junction and Milford (9.1 miles) to maintain FRA Class 1 (10 mph) standards. Materials and equipment supplied by Conrail. NERCOM labor funding - \$253,276. Total project cost - \$514,055. Project was still in progress at end of 1980.

C. Massachusetts Rail Freight Fund

The Massachusetts Rail Freight Fund was created by Chapter 859 of the Acts of 1975. This Act authorized the State Treasurer to sell bonds in the amount of \$4,500,000, with the proceeds to be used by EOTC for the acquisition of railroad rights of way. These funds were subject to legislative appropriation on a project specific basis. Subsequent appropriation acts permitted expenditures from the Fund to be made for certain emergency repairs on privately owned rail rights of way as well as for acquisition.

Up to June 30, 1980 \$3,515,000 had been appropriated out of the \$4,500,000 authorized and \$698,740 had actually been expended. The major expenditures were for acquisition of the Dighton Branch right of way (\$50,000) in 1977 and for the acquisition of the abandoned section of the Holyoke Secondary Track between South Westfield and the Connecticut State Line (\$432,000).

D. Massachusetts Rail Passenger Fund

The Massachusetts Rail Passenger Fund was created by Chapter 859 of the Acts of 1975, which also created the Rail Freight Fund. This Act authorized the State Treasurer to sell bonds in the amount of \$15 million, with the proceeds to be spent only for passenger rail transportation purposes. These funds were subject to legislative appropriation. Chapter 356 of the Acts of 1977 authorized an additional \$18 million bond issue with the proceeds to be used as the state's contribution toward improvements in fencing, right of way, and stations along the Boston-New Haven Main Line under the Northeast Corridor Improvement Project. Up to June 30, 1980, \$30 million had been appropriated, of which \$4.4 million had been expended by the MBTA for acquisition of South Station from the Boston Redevelopment Authority. Of the additional funds authorized, a maximum of \$11.9 million is to be expended

by the MBTA for redevelopment of South Station. This project is currently in the final design stage. The remaining appropriated funds include \$3.7 million for the Northeast Corridor, \$5 million for improvements to the Conrail New England Division Main Line between Boston and Springfield and \$5 million for acquisition and rehabilitation of rail lines between Attleboro and Cape Cod and between Boston and Cape Cod .

Track and Signal improvements to the New England Division Main Line between Boston and Framingham were made in 1980 using \$3.5 million from the Rail Passenger Fund. This work included relocation of tracks through station areas to allow construction of platforms on the second track, lowering of one track under bridges to improve freight clearances, and installation of reverse signaling on the second track to provide greater scheduling flexibility. Station improvements on this line are scheduled to take place in 1981.

A feasibility and preliminary engineering study of service to Cape Cod from New York and Boston began in April 1980. This study is being funded by \$400,000 from the rail passenger fund.

E. Commuter Rail Improvement Program (CRIP)

The Commuter Rail Improvement Program is a long-range - ongoing effort to fully rehabilitate and modernize the Commuter Rail system serving greater Boston. A detailed description of this system appears in Chapter 3 and Appendix E. The primary source of funding for this program has been grants to the MBTA from the Urban Mass Transportation Administration of the U.S. Department of Transportation. The local funding share is raised through sale of bonds by the MBTA. Although the purpose of the CRIP is to improve passenger service, freight operations are conducted on all lines

included in the program and they benefit from track and signal improvements as well. Construction of layover facilities for commuter service has an indirect benefit to freight operations, because it reduces the amount of passenger equipment deadheading, thereby reducing potential scheduling conflicts.

Projects completed in 1979 and 1980 and funded under the Commuter Rail Improvement Program included the following:

Franklin Branch - track upgrading - Readville to Franklin
\$1,950,000

Franklin Branch - station improvements and layover facilities
\$2,718,000

New Hampshire Route - track upgrading - Somerville to Lowell
\$3,609,000 (additional clearance improvement work was funded from the Red Line Rapid Transit Extension project)

Eastern Route Main Line - Repairs to Draw 7 over Mystic River
\$147,000

Eastern Route Main Line - track upgrading - Beverly Junction to Ipswich - \$1,792,000

Gloucester Branch - layover facility at Rockport - \$794,000 (funded under Title X-Public Works and Economic Development Act)

Various North Side Commuter Rail Lines - track upgrading
\$5,396,000

The following projects funded under the CRIP were in progress as of November 1980:

Gloucester Branch - track rehabilitation - Beverly Junction to Rockport - \$5,466,000

Eastern Route Main Line - repairs to Beverly Draw - \$650,000

Fitchburg Route Main Line - track upgrading, signal work, and grade crossing improvements - Cambridge to South Acton - \$6,172,000

The following projects funded under the CRIP are expected to get underway in 1981:

Eastern Route Main Line - Swampscott Station improvements - layover facility at Ipswich

New Hampshire Route Main Line - Construction of park and ride facility and station facilities at Mishawum (Woburn) - layover facility at Lowell

Western Route Main Line - layover facility at Bradford

Boston Engine Terminal - improved layover facilities

Boston and Albany Main Line - Construction of station and parking facilities at West Natick - Station rehabilitation at Natick, Wellesley Sq., Wellesley Hills, Wellesley Farms, and West Newton

Stoughton Branch - track rehabilitation



CHAPTER VIII

The Transportation Planning Process In Massachusetts

A. Introduction

Section 266.15.c.11 of the Federal Rail Assistance Regulations requires a description of the overall planning process for all transportation services in the state. Transportation planning in Massachusetts involves numerous public agencies and authorities, private transportation companies, and the public in general as described below:

B. Executive Office of Transportation and Included Agencies

Responsibility for overall coordination of transportation planning efforts rests with the Executive Office of Transportation and Construction (EOTC). The EOTC, created by Chapter 704 of the Acts of 1969, is one of nine state cabinet offices. It is headed by the Secretary of Transportation and Construction who is appointed by and serves at the pleasure of the Governor of the Commonwealth. Five state transportation agencies are placed within the EOTC. These are the Massachusetts Department of Public Works (MDPW), Massachusetts Aeronautics Commission (MAC), Massachusetts Bay Transportation Authority (MBTA), Massachusetts Port Authority (MPA) and Massachusetts Turnpike Authority (MTA). The statutory responsibility of EOTC with respect to these agencies is to monitor their operations and to recommend such changes in administrative organization, procedures, and practices as may be deemed desirable. The EOTC is further responsible for reviewing and acting on budgetary and financial matters concerning these agencies. Under Chapter 1140 of the Acts of 1973, The EOTC is responsible for preparation of the MBTA Program for Mass Transportation (PMT), a state-required

master planning document. The EOTC is directly responsible for administering the Massachusetts Rail Assistance Program and for producing and updating the Massachusetts State Rail Plan.

The MDPW is responsible primarily for planning, construction and maintenance of the state's highway system. It is run by a Board of Commissioners appointed by the Governor. Within the MDPW, the Bureau of Transportation Planning and Development (BTP & D) is responsible for statewide comprehensive transportation planning activities designed to provide an integrated transportation system. Past rail planning activities of the BTP & D have included development of an inventory of active and abandoned railroad rights of way in the Commonwealth with recommendations for future use. Other rail-related activities of the MDPW include planning and supervision of rehabilitation projects on lines in the Commonwealth's rail assistance program, inspection and maintenance of railroad grade crossings of highways, and inspection and maintenance of highway bridges over railroads. The MDPW owns nearly 500 highway bridges over rail lines now or formerly owned by the Boston and Maine Corporation and the Penn Central Transportation Company.

The MBTA owns and operates mass transit facilities including rail rapid transit, light rail, bus, trackless trolley, and commuter rail in a district of 79 cities and towns in Eastern Massachusetts. In addition, it regulates routes and fares of private bus companies operating within this district. The facilities owned by the MBTA include over 380 miles of railroad lines formerly owned by the Penn Central Transportation Company or the Boston and Maine Corporation, on which freight service is now operated by Conrail or the B&M under trackage agreements. All commuter rail service in and out of Boston is operated by the B&M under contract with the MBTA.

The MBTA is run by a board of directors appointed by the Governor. An Advisory Board made up of representatives from each city and town in the MBTA district is responsible for approving the MBTA budget and the Program for Mass Transportation prepared by the EOTC.

The MPA is responsible for operation of Logan International Airport in Boston, Hanscom Field in Bedford, the Port of Boston, and the Mystic-Tobin Bridge. Responsibilities of the MPA that are related to rail service include planning of intermodal transfer facilities in the Port of Boston such as rail-water interfaces.

The MTA owns and operates the Massachusetts Turnpike and the Sumner and Callahan Tunnels. It has no continuing involvement in railroad planning, but owns approximately 11 miles of the right of way of the Conrail New England Division Main Line between Boston and Riverside, where there is a joint rail-highway corridor.

The MAC has planning responsibility for Airports throughout the Commonwealth. It has no direct involvement in railroad planning.

C. Regional Planning Agencies

For planning purposes, the Commonwealth is divided into 13 districts, each of which has a Regional Planning Agency. The RPAs are responsible for conducting comprehensive planning activities related to transportation, water quality, land use and various other issues within their districts. Planning for the future of railroad freight service is included in the concerns of the RPAs.

Each Regional Planning Agency is controlled by a board consisting of representatives from each of the cities and towns within its district, a specified number of guber-

natorial appointees, and ex officio members. The RPAs, although established under state law, are not state agencies.

D. Regional Transportation Authorities

Chapter 1141 of the Acts of 1973 authorized cities and towns in the Commonwealth, except those already within the MBTA district, to form Regional Transit Authorities (RTAs). Fourteen RTAs had been established under this authority as of November 1980. The primary purpose of RTAs is to contract with other parties for provision of mass transit services within the RTA districts. They are also responsible for producing, in consultation with EOTC, plans for the mass transit service in their districts, either independently or under contract with the appropriate RPAs. Each RTA has regulatory authority over private mass transit service in its district.

Each RTA has an advisory board consisting of representatives from the cities and towns in its district. An administrator appointed by the advisory board manages the RTA. Although organized under state law, the RTAs are not state agencies.

The RTAs are not directly involved in planning for railroad freight service, but at present six of the RTAs contract with the MBTA for provision of commuter rail service between their districts and Boston. The lines on which this service is operated all have freight service as well and the passenger service has an impact on the scheduling of freight operations.

D. The Comprehensive Transportation Planning Process

Transportation Planning activities within the eleven

mainland RPAs are coordinated by Metropolitan Planning Organizations (MPOs), consisting of one representative each from the EOTC, the MDPW, the RPA, and the RTA or RTAs established within the RPA district.

In addition to the MPO, each RPA has a Transportation Policy Advisory Group (TPAG) made up of local elected officials, representatives of state, regional and local agencies, and interested citizens. The TPAGs meet regularly to discuss transportation issues within their areas and to make recommendations to the RPAs.

The largest of the RPAs is the Metropolitan Area Planning Council (MAPC) which has a district of 101 cities and towns in Eastern Massachusetts, including Boston. The Boston Region MPO includes representatives of the EOTC, the MDPW, the MAPC, and the MBTA. In addition, the Mass. Port Authority and the MBTA Advisory Board are represented.

The Boston Region Transportation Policy Advisory Group is known as the Joint Regional Transportation Committee (JRTC). The JRTC has functional subcommittees, which address topics of special interest, and advisory committees formed to address specific issues. The JRTC has taken a strong role in the preservation and improvement of the greater Boston commuter rail system.

Technical assistance for long-range transportation planning is provided to the agencies in the Boston Region MPO by the Central Transportation Planning staff (CTPS) which was formed for this purpose in May, 1974. The CTPS is administratively under the direction of the Metropolitan Area Planning Council, which is the primary recipient of grants and contracts for comprehensive and transportation planning in the region. Rail related work performed by CTPS in the past has been concerned

primarily with passenger service. It has included the Plan Refinement Study for the Commuter Rail Improvement Program, and follow up studies of various service changes that have been implemented. The CTPS Design/Environmental/Operational Planning section has been involved in evaluation of new commuter rail stations and rail-highway grade crossing improvements. Personnel from CTPS have assisted in the preparation of the 1980 State Rail Plan Update.

CHAPTER IX

Program of Projects

Section 266.15.c.12 of the Federal Rail Service Assistance Regulations requires that the State Rail Plan "Include a program of projects which identifies the projects for which the State expects to submit applications and the anticipated submission date."

The Commonwealth expects to continue to use the Federal Rail Assistance Funds available to it to provide operating assistance for the current designated operator lines described in Chapter V until the eligibility of these lines expires on September 30, 1981.

Because of the studies of Conrail currently being conducted pursuant to the Staggers Rail Act of 1980, as discussed in Chapter II, Section B3, it appears likely that during 1981 the EOTC Rail Staff will need to evaluate possible assistance projects for some lines that are now part of the basic Conrail system. Any program of projects drawn up at the present time would have to be revised substantially on the basis of new information to be generated over the next several months. Therefore no program of new projects is being included in the 1980 Massachusetts State Rail Plan. It is intended that such a program will be submitted in the form of a plan update as soon as it is feasible to do so.

CHAPTER X

Response to FRA Comments

Section 266.15.d.2.i of the Federal Rail Assistance Regulations requires that each update to a State Rail Plan include responses to the unanswered FRA comments on previously submitted updates, revisions, amendments, or the original State Rail Plan. The FRA made nine comments concerning the 1978 Massachusetts State Rail Plan. Comments 1 and 2 pertained to requirements that are no longer included in the Federal Regulations. Therefore EOTC believes that no responses to these comments are required.

Comment 3 called for provision of a map showing the relationship of rail lines to highways. Map II-1 satisfies this requirement.

Comment 4 requested an expansion of the description of the overall planning process. Chapter VIII of the 1980 Plan contains a greatly expanded description of the planning process.

Comment 5 called for submission of a separate Planning Work Statement in order to obtain planning funds. This has been done.

Comment 6 called for a schedule of implementation of projects based on funds expected and funds already received. As discussed in Chapter IX, EOTC is proposing no new rail assistance projects requiring Federal funding until further information on the restructuring of Conrail becomes available. When new projects are proposed in the future, implementation schedules will be included.

Comment 7 referred to the lack of a full range of alternatives and complete cost/benefit analysis for each line. The 1980 Rail Plan includes a broader range of alternatives for each line in the current assistance program than was included in previous Plan editions. A more complete analysis of each line will be performed prior to the expiration of present funding eligibility. Under present regulations, projects limited to service continuation assistance do not require performance of cost/benefit analyses. The existing Massachusetts program is confined almost entirely to such projects.

Comment 8 pertained to a lack of current line by line operating data for lines in the assistance program. This information is now shown in graphic and tabular form for each line in Chapter V.

Comment 9 pertained to inadequate justification for state rail policies and a lack of explanation as to how policies would be accomplished after expiration of federal funding. In retrospect, EOTC agrees that some of the policies expressed in previous editions of the Rail Plan were unrealistic given present fiscal constraints. The policies expressed in the 1980 Plan have been modified accordingly.

APPENDICES

APPENDIX A

Proposed Benefit-Cost Analysis Methodology

I. Introduction

Section 266.5 a.3 ii.C of the Federal Rail Assistance regulations requires that each State Rail Plan include "a methodology for determining the ratio of benefits to costs of projects for which acquisition assistance, rehabilitation or improvement assistance, substitute service assistance, and rail facility construction assistance is sought." This methodology cannot be used as a basis for justifying project funding unless it has been reviewed and approved by the Federal Railroad Administration.

An approved benefit-cost methodology is a relatively new requirement established by the local Rail Service Assistance Act of 1978, enacted November 8, 1978. Consequently, the methodology developed by the Commonwealth is included for the first time in the 1980 Update to the Massachusetts State Rail Plan.

In requiring individual states to develop their own benefit-cost methodologies, it was reportedly the intent of Congress to provide flexibility for differences in economic structures of states and for differences in their planning resources. It was not expected that each state would create a unique set of procedures, nor in fact would this be possible. In preparing the Massachusetts Benefit-Cost Methodology the Rail Planning Staff has examined methodologies developed by several other states as well as the Federal Railroad Administration's Benefit Cost Guidelines - Rail Branch Line Continuation Program dated January 11, 1980. Elements of other methodologies that are consistent both with the planning needs of Massachusetts and with sound economic principles have been incorporated in the Massachusetts methodology.

II. Measuring Benefits and Cost

A. General

The purpose of conducting a Benefit-Cost analysis of a potential project on a railroad branch line is to help determine whether the public as a whole will gain more by undertaking the project than by not undertaking it. It is essential that all benefits and all costs included in the analysis be expressed in comparable units. Thus benefit-cost procedures generally include only items that are ordinarily measured in dollars. Project impacts measurable in non-monetary units, such as changes in air quality, can be enumerated separately, and judgement can be used as to whether these impacts are sufficient to change the conclusion drawn from the benefit-cost analysis alone.

B. Present Value Concept

The benefits from most projects will be generated over a period of several years. Project costs may also be incurred over several years, although for many projects the costs are all incurred at the outset. Aside from the effect of inflation, the value to society of a dollar received now is greater than the value of a dollar received in a future year, because a dollar received now can be reinvested sooner. Similarly, a dollar expenditure required in a future year is less costly to society than the same dollar expenditure today, because the money can be invested in other ways between now and the time that the expenditure is needed. In order to make all costs and benefits comparable, they must be expressed in terms of their present value to society. This is done through the procedure of discounting. Appropriate factors can be obtained from published tables once a discount rate and project life have been determined.

C. Effect of Inflation

The present value concept is complicated by inflation, but this does not actually make the analysis more difficult. Assuming continued inflation, the number of dollars that would have to be spent to perform a given task in a future year would be greater than the number of dollars that would be spent to perform the same task by the same method this year. Similarly the dollar measurement of a particular benefit occurring in a future year would exceed the dollar measurement of the same benefit if it occurred this year. The costs or benefits in terms of actual resources would not actually change, however. Instead of trying to express future benefits and costs in future dollar values which would have to be deflated to current dollar values in a present value analysis, all benefits and costs can be expressed in current prices with the same final impact on the analysis.

D. Selection of a Discount Rate

Although the interest rates charged or paid by financial institutions are expressed as single percentages, these percentages in effect contain two components: a return on investment, and an inflation factor. For public investments the return component is generally accepted as being from three to five percent. If benefits and costs are all expressed initially in current prices, then the inflation component of the interest rate can be ignored and the return on investment component can be used as the discount rate. In the benefit-cost methodology for the Massachusetts State Rail Plan, a discount rate of four per cent will be used as standard procedure. If, however, the benefit/cost ratio for a proposed project falls within a range of 0.5 to 1.5, a supplementary sensitivity analysis will be performed using alternative discount rates between three and eight per cent.

E. Project Life

Benefits from each potential branch line project will be generated during a span of one or more years following implementation of the project. In theory, project life could extend to the expected physical life of the fixed facilities involved. For some kinds of railroad projects this could mean several decades. If a project generates positive benefits each year, then the longer the time span for which the project is evaluated the greater the total benefits will be, and the higher the benefit/cost ratio will be. Although the present value of benefits grows progressively smaller the farther into the future they occur, when a relatively low discount rate such as four per cent is used the present value of benefits generated more than 20 years in the future can still be significant.

Prediction of benefits becomes increasingly uncertain as time span increases. It may be possible to execute a contract with the railroad company operating the project line to guarantee service for a specified number of years, but this will not assure service beyond the expiration of the contract. Major rail users on the project line may divert their traffic to other modes for reasons such as rate adjustments, changes in production methods, or changes in market areas, or unforeseen management decisions may result in complete relocation. It is generally recommended, therefore, that for evaluation purposes project life be assumed to be less than the physical life of the facilities.

The FRA Benefit/Cost Guidelines suggest that five years may be a reasonable duration to assume for assured operation of a line. In Massachusetts, the operating contract for Greater Boston commuter rail service provides some precedent for five-year agreements. The Pennsylvania approved Benefit/Cost methodology uses a ten year project life. The Mississippi approved Benefit/Cost Methodology uses fifteen years or length of operating agreement, whichever is less. The uncertainties

surrounding branch line service in Massachusetts are more similar to those of Pennsylvania than to those of Mississippi. The standard project life in the Massachusetts Benefit/Cost methodology will be ten years. Exceptions to this will be cases in which projects are specifically designed for life spans of under ten years. In addition to the basic analysis, for each project, the minimum number of years necessary to achieve a benefit-cost ratio of 1.0 will be computed.

III. Defining Costs

The Massachusetts Benefit/Cost methodology will follow the approach of the FRA guidelines in defining costs as the total capital outlays from Federal and matching funding sources required to build and implement each project. Any other costs incurred as the result of the project such as increased operating costs, will be treated as negative benefits. For projects that involve upgrading of old fixed facilities such as track, the net salvage value of materials removed will be deducted from the expense of the new materials in computing project cost. The final estimated net salvage value of each project recoverable by the state will be computed as a benefit received at the end of the tenth year, or at the end of the final year if planned project life is under ten years.

For each proposed project, costs as defined above will be estimated either by the railroad company involved in the project or by a consultant with expertise in railroad engineering. Cost estimates will be sufficiently detailed to permit the state rail planning staff to review them for reasonableness relative to recent comparable projects in the New England area. Whenever possible, the opportunity costs of resources to be used in each project will be compared with the dollar amounts to be expended on these resources. Where there are substantial discrepancies, the differences will be treated as positive or negative project benefits. For example, if a project is built by construction workers who would otherwise have been unemployed, the difference between the after-tax wages paid to these workers and the unemployment

compensation they would otherwise have received will be treated as a project benefit accruing to labor. Reduction in unemployment compensation paid will be treated as a project benefit to the state. All funded project costs will be discounted to their value in the initial implementation year in conformance with procedures described in Section II above.

IV. Defining Benefits

A. Perspective of Analysis

In measuring the benefits of a proposed project, it is essential that a perspective of analysis be specified. In general, the larger the geographical area included in the analysis, the more offsetting effects there will be to the project. For example, loss of rail service that causes a manufacturing firm to close down will result in decreased employment in one community, but may result in increased employment in a community housing a competing firm.

Local communities, regional agencies or shippers are required to furnish a substantial portion of the non-Federal share of branchline project costs in several states. In those states Benefit-Cost Analysis is often conducted from the perspective of the local communities only. In Massachusetts most of the non-Federal share of branch line projects funded so far has come from state funding sources. As long as this policy remains in effect, a state-wide analysis perspective is most appropriate.

Analysis from the state-wide perspective is more feasible for Massachusetts than for many states because of its relatively small size. In terms of total land area Massachusetts ranks 45th of the 50 states. Despite selection of a state-wide perspective, however, distributional effects within the state will be examined carefully. Projects with benefit-cost ratios less than 1.0 may be recommended for funding if the alternative has undesirable distributional effects. An example

of this would be increased employment in an economically healthy community at the expense of jobs in a community already having high unemployment.

Massachusetts borders directly on five other states and has rail lines potentially eligible for service assistance extending into four of them. On some of these lines projects within Massachusetts could have benefit-cost ratios less than 1.0 when viewed from the Massachusetts perspective alone, but could have ratios greater than 1.0 when viewed from the perspective of both states together. Massachusetts will attempt to work with neighboring states and the New England Regional Commission in identifying such cases and in arranging mutually agreeable solutions.

B. Defining the Base Condition

A Benefit-Cost analysis can not measure "absolute" benefits of a project, but merely the relative benefits of the project as compared with some other course of action. For rail assistance projects it is appropriate to take as a base case the condition that is most likely to occur in the absence of any assistance funds. Originally, the Federal assistance program was limited to lines for which abandonment had been approved. For such lines the base case for analysis would be loss of direct rail service. The program has now been expanded to include lines that need improvement, but for which abandonment is not planned in the immediate future. The base case for a project on such a line depends on the plans, priorities, and financial status of the company owning it. If a normal maintenance program is in effect, it can be assumed that the line will remain in its current condition or improve slightly over the next several years. If there is not a maintenance program, it can be assumed that the line will gradually deteriorate until some future date, when it must be either abandoned or rehabilitated.

C. Determining kinds of benefits to be Examined

The range of items that may be included in benefits under the federal guidelines is much broader than the range of cost items. Consequently, there are variations in the benefits that different states have chosen to include in their methodologies. The most important considerations are that only benefits accruing to parties within the specified analysis perspective be counted, that adjustments be made for offsetting effects within this area, and that no benefit be counted more than once in the final total. As a practical matter, it is impossible to measure every benefit from a particular project. Therefore, benefit cost ratios will be conservative if no benefit is overstated or double counted, and no major disbenefit is omitted. The following sections discuss the classes of benefits included in the Massachusetts methodology.

D. Transportation Costs

1. Transportation Cost Changes and Demand Theory

In general, the most direct impacts of a rail line project will be changes in the cost of providing transportation. Additional impacts will be the result of the reactions of the various affected parties to the changes in transportation cost. It is important to distinguish between the cost of transportation, as determined by the resources consumed in providing it, and the price of transportation, as measured by the number of dollars paid to transportation providers by transportation users. Transportation users make decisions on the basis of price changes rather than cost changes, and often these are not the same.

Figure A-1 is a representation under standard economic theory of the relationship between price, costs, quantities shipped and net benefits for a hypothetical commodity. The vertical axis shows transportation prices and costs per unit shipped. The horizontal axis shows the total number of units shipped. According to the theory the higher the price charged for

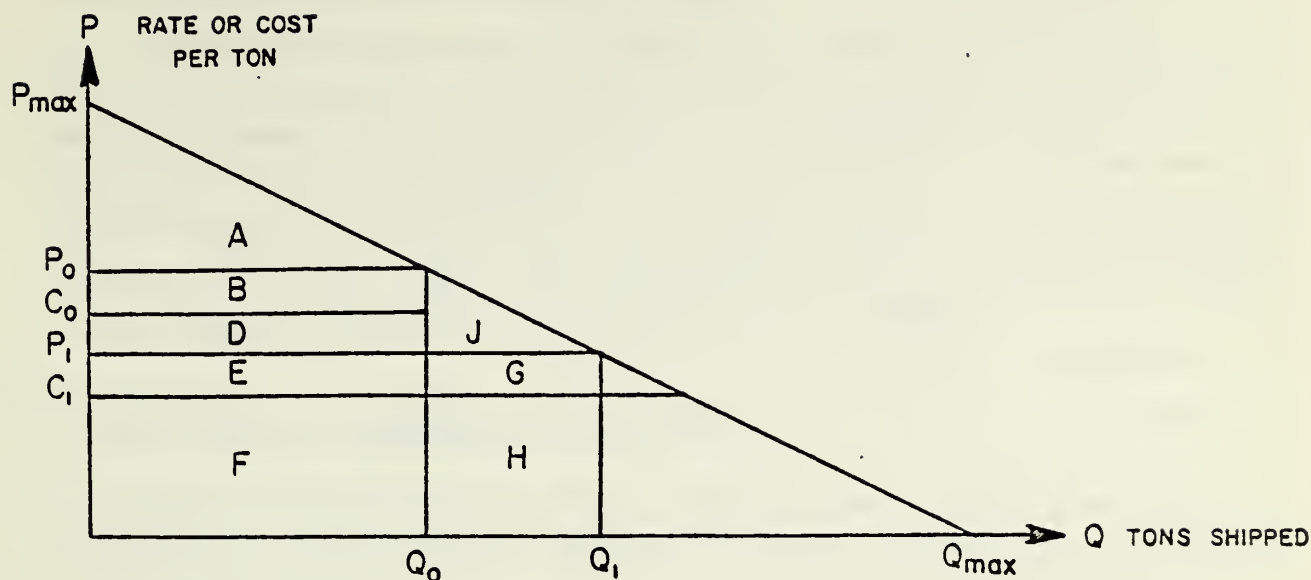


Figure A-1

TRANSPORTATION USER'S DEMAND CURVE

transportation the smaller the number of units that will be shipped, and the lower the price the greater the number of units that will be shipped. The transportation price that the shipper is willing to pay for each additional unit will depend on the amount of extra profit that can be derived from it. In theory, the shipper should be willing to pay up to the amount at which he is no better but no worse off by shipping the next unit than by not shipping it. There will be a limiting price, P_{max} at which the shipper will not be able to make a profit on any units at all and none will be shipped. There will also be a limiting volume Q_{max} , at which the market is exhausted, and the shipper will not ship any more units even if transportation is free. The oblique line on Figure A-1 is the demand curve. It shows the number of units of the hypothetical commodity that would be shipped at prices ranging from 0 to P_{max} .

In theory, the transportation operator could maximize profits by charging on a sliding price scale following the demand curve, but in the real world competitive forces and lack of detailed demand data prevent this. In the example, it is assumed that for alternative O, the base case, the transportation company's cost per unit shipped is C_0 , and that the company charges a uniform price P_0 for each unit shipped. At this price the number of units shipped is Q_0 . The total cost of providing transportation in this case is $C_0 \times Q_0$, equal to the sum of the areas D+E+F on Figure A-1. The total price charged by the transportation company for this service is $P_0 \times Q_0$, equal to the sum of the areas B+D+E+F. The difference, or Area B is profit or producer surplus for the transportation company.

Area A represents the difference between the total amount the shipper has to pay for transportation of Q_0 units and the sum of the amounts that the shipper would have been willing to pay for transportation of each unit shipped. This is the consumer surplus. If the shipper is not the final consumer, he will probably retain part of this surplus and pass the remainder along to his customers. If, as the result of some change in the transportation system, the cost per unit shipped is reduced from C_0 to C_1 , the transportation company can either maintain the price per unit at P_0 or change it to some other price P_1 . If the price is not changed, then there will be no change in demand, but the transportation company's profit will increase by $(C_0 - C_1) \times (Q_0)$. This is equal to areas D+E in Figure 1.

If the price is reduced to P_1 , the shipper's demand will increase to Q_1 , and the producer and consumer surpluses on the old and new volumes must be considered separately. On the old volume, the change in producer surplus to the transportation company will be $(P_1 - C_1)(Q_0) - (P_0 - C_0)(Q_0)$ or E-B. The change in consumer surplus to the shipper will be $P_0 - P_1(Q_0)$ or B+D. The combined change in consumer plus producer surplus on the old volume will be $(B+D) + (E-B)$ or D+E. This is the same as the total change in surplus for the case of cost reduction without price reduction, the only difference being in distribution between producer and consumer. On the extra volume shipped because of the price reduction.

On the extra volume shipped because of the price reduction, the transportation cost will be $(Q_1 - Q_0)(C_1)$ equal to Area H and the price charged will be $(Q_1 - Q_0)(P_1)$ equal to Areas G+H. The difference, Area G, will be the producer surplus on the new volume shipped. Area J represents the difference between the total price that the shipper would be willing to pay for transportation of $(Q_1 - Q_0)$ units and the amount that the shipper would have to pay under the alternative being considered. This is the consumer surplus on the additional volume.

2. Application of Theory to Real Cases

The difficulty in trying to compute changes in producer and consumer surplus resulting from proposed transportation changes is that generally little is known about real demand curves. The current transportation price and quantity shipped during some time interval can be determined, but volumes frequently fluctuate for reasons not directly related to transportation changes. Shippers can be asked to estimate how much their volumes would change if prices were changed by certain amounts, but this is somewhat speculative. Shippers have an incentive to exaggerate the impact of prices in order to obtain reductions or avoid increases.

If values for P_0 , C_0 , P_1 , C_1 , Q_0 and Q_1 , are agreed upon, changes in consumer and producer surplus on volume Q_0 for a price change from P_0 to P_1 , can be computed with no knowledge of the demand curve for volumes between Zero and Q_0 . This is because the net change is always measured as $D+E$, and Area A does not enter into the calculation. If a change in volumes shipped is anticipated as a result of project implementation calculation of the change in consumer surplus requires an estimate of the demand curve between the points (P_0, Q_0) and (P_1, Q_1) since it forms the upper boundary of Area J. The simplest assumption is that the demand curve is a straight line, as in Figure A-1, but it could actually have many other shapes.

3. Application of Theory to Intermodal Transportation

Calculation of consumer and producer surplus for intermodal

transportation service is the same in principle as the single mode procedure discussed above, although slightly more complex in application. If rail abandonment is the alternative to a proposed project, commodities that continue to be transported must necessarily use either a combination of rail and some other mode, or move entirely by a non-rail mode. Demand curves such as that in Figure A-1 show the relationship between transportation price and volume shipped, with the implication that all other factors are constant. In actuality, shippers selecting modes look not only at price but at characteristics such as reliability, transit time, loss and damage, terminal facility requirements, and limitations on volume per shipment. Therefore, one shipper's price/volume demand curves may vary substantially from one mode to another.

For branch line projects where one or more alternatives will involve use of a non-rail mode, analysis of benefits is greatly simplified if a single volume-price demand curve can be used. One solution is to assign dollar trade-off values to the non-price factors and then treat them as additions to total price. These values may be obtained from the shippers involved or from previous studies of shipper perceptions. In computing benefits it must be remembered that this assigned price increment represents a reduction in consumer surplus but that it is not an increase in producer surplus. Rail projects that involve service improvements without price adjustments can also be treated as effective price adjustments determined by shippers' perceptions of the improvements.

The FRA Benefit-Cost guidelines and several of the state methodologies use the assumption that if a branch line is abandoned most of the traffic that continues to move will be carried by truck to the nearest remaining rail line and will continue by rail from there. In some cases, however, the extra cost and inconvenience of transloading may make it more feasible to move shipments all the way from origin to destination by truck. Interviews with the shippers involved and examination of the shipping strategies of other state firms without rail service will provide guidance as to the most appropriate assumptions to use.

If truck-rail transfer service is used in place of branch line service, several operating schemes are possible. The shipper may own and operate his own trucks, in which case the "price" of the truck service will be equal to the operating cost, including a reasonable rate of return on investment. The shipper may hire a private trucking firm and pay separate freight bills to this firm and to the railroad. A trucking firm and a railroad may legally establish a joint through traffic rate, but they can not be compelled to do so. Railroads can operate trucks for transfer service themselves if operating rights are granted by the Interstate Commerce Commission. At present no railroads have authority to operate trucks in Massachusetts except in conjunction with piggyback service.

The traditional railroad rate structure is based on large rate zones rather than on exact distances. Therefore, for most freight shipments into or out of Massachusetts, the railroad price would be the same whether the endpoint was on a branch line or on a connecting main line. This means that in most cases the total price paid by a shipper for combination truck-rail service would be greater than the price paid for through rail service even if the actual cost of providing truck-rail service were substantially lower. If a railroad has authority to abandon a branch line and is assured of continuing to receive the traffic through an independent truck connection, there is a disincentive to offer a joint rate because this would reduce the rail share of revenue. Reducing the rail rate for former branch traffic alone without establishing a joint rate would have a similar impact on rail revenue and would result in price discrimination against shippers not located on the branch. The Staggers Rail Act expands the railroads' power to surcharge traffic. This should reduce rate/cost distortions.

Figures A-2, A-3, and A-4 illustrate how the traditional rail price structure may lead to inefficient use of resources. For this example, it has been assumed that the shipper's demand curve is the same for all-rail service or for truck-rail service and is a straight line with a slope of $-\frac{.50}{Q_0}$ and a price of \$2.00/ton for $Q = 0$. For purposes of comparison, the only portion of railroad cost included is the avoidable cost of branch line

operation, assumed to be \$.80 per ton. The share of the total rail price pro-rated to the branch by mileage is \$1.00 per ton. Since the total rail price does not change with abandonment, the same amount is allocated to branch traffic received at the junction. The truck price for substitute service is assumed to be \$.50 per ton, and truck cost is \$.40 per ton.

Figure A-2 shows results for combined truck and rail service. The shipper pays a total price of \$1.50 per ton, of which \$1.00 per ton goes to the railroad and \$.50 per ton to the trucker. At this price, the consumer's demand is Q_0 , and the total amount that the shipper spends for transportation is $(\$1.50) \times (Q_0)$, represented by the combined areas of B, D and Z in Figure A-2.

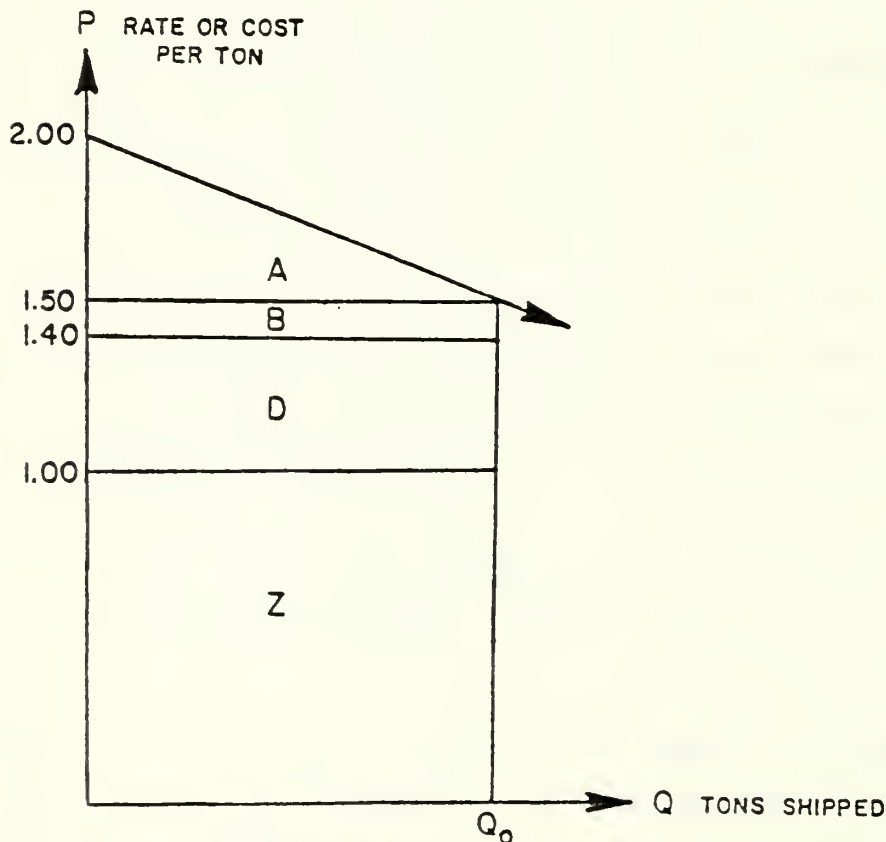


Figure A-2

DEMAND FOR
INTERMODAL SERVICE WITHOUT THROUGH RATE

Of this amount, the railroad receives $(\$1.00) \times (Q_0)$, represented by Z and the trucker receives $(\$0.50) \times (Q_0)$ represented by B and D combined. The railroad incurs no branch line cost, so all revenue received, or Area Z is producer surplus. Of the revenue received by the trucker $(\$0.40) \times (Q_0)$, represented by D, covers cost and $(\$0.10) \times (Q_0)$ represented by B is producer surplus. Combined producer surplus for rail and truck, or Z plus B is $\$1.00Q_0 + .10Q_0 = \$1.10Q_0$. The shipper's consumer surplus, or the difference between the amount the shipper pays and the amount he would be willing to pay is represented by Area A, or $\frac{1}{2}(\$2.00 - 1.50(Q_0)) = .25Q_0$. The sum of producer and consumer surplus, or A plus B plus Z equals $\$1.10Q_0 + .25Q_0 = \$1.35Q_0$.

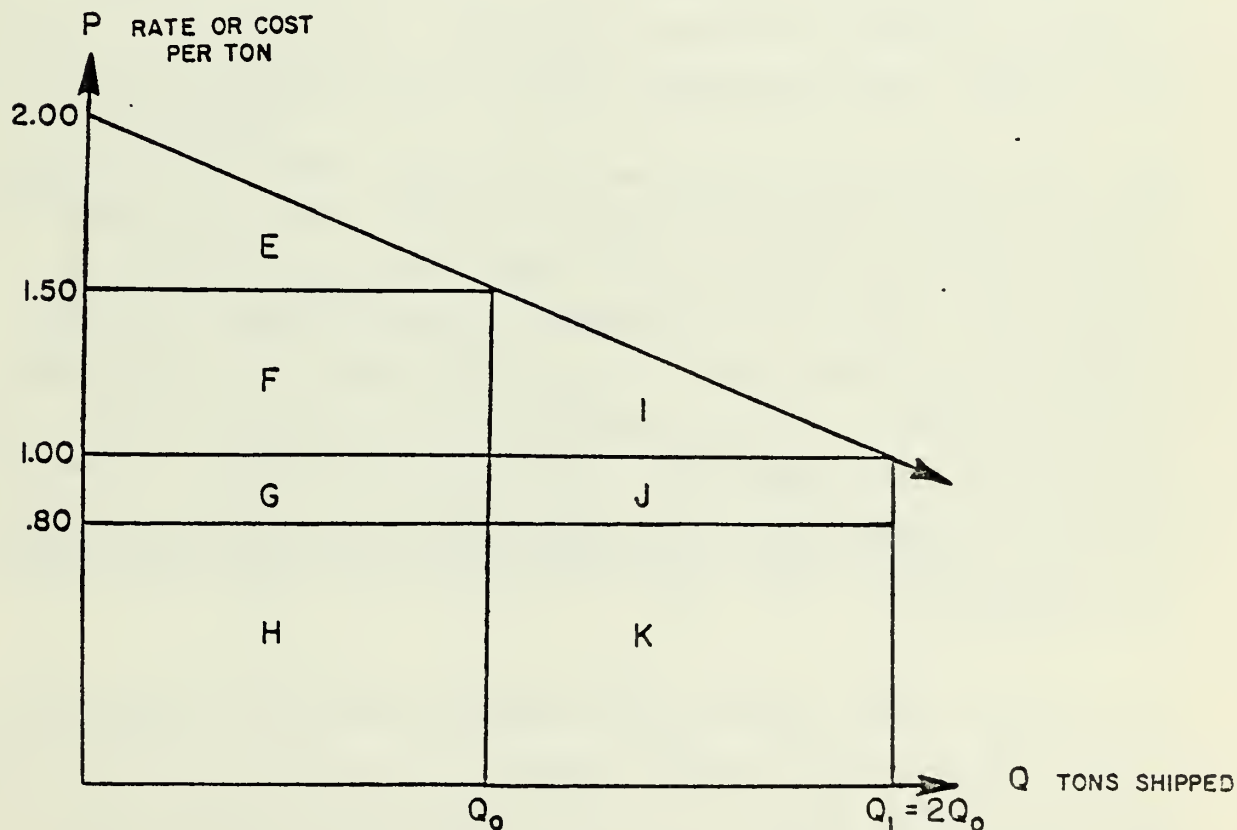


Figure A-3

DEMAND FOR DIRECT RAIL SERVICE

Figure A-3 illustrates the case in which the shipper receives direct rail service and pays only the rail charge of \$1.00 per ton, for which the railroad incurs a cost of \$0.80 per ton. At this price, the shipper's demand is Q_1 which for simplification in calculation has been made to equal $2Q_0$. Producer and consumer surplus will be examined separately for the volume that would have been carried at the higher price and for the additional volume attracted at the lower price.

For the volume that would have been carried at the higher price, the shipper now pays a total of $(\$1.00) \times (Q_0)$ for transportation, shown by Areas G and H in Figure A-3. The cost to the railroad is $(\$0.80) \times (Q_0)$ shown by H. The difference between revenue and cost, or producer surplus is $(\$0.20) \times (Q_0)$, shown by G. In the previous case the railroad had a producer surplus of $\$1.00Q_0$ so the railroad has lost surplus of $\$0.80 \times Q_0$ on the old traffic volume by offering direct service. The trucker's service has been eliminated, along with his surplus of $\$.010Q_0$. Total producer surplus has decreased by $\$0.90Q_0$.

The price reduction has given the shipper additional consumer surplus on the original volume, however. Total consumer surplus on this volume is now represented by E plus F in Figure A-3. Area E is equivalent to the original consumer surplus, which was $.25Q_0$. Area F represents the additional consumer surplus, equal to $(\$1.50 - 1.00) \times (Q_0)$ or $\$0.50Q_0$. In effect, this is a shift in surplus from producer to consumer because of price reduction. The difference between producer loss and shipper gain, or $.40Q_0$ represents less efficient use of resources.

To find the full impact of the service and price changes, the extra traffic must also be examined. The extra volume shipped equals $Q_1 - Q_0$ or $2Q_0 - Q_0 = Q_0$ for which the shipper pays $(\$1.00) \times (Q_0)$ represented by Areas J plus K in Figure A-3. The cost to the railroad is $(\$0.80) \times (Q_0)$ represented by K, leaving a surplus of $(\$1.00 - .80) \times (Q_0)$ or $\$.20Q_0$ represented by J. In the previous case, neither the railroad nor the trucker carried

this traffic, so neither had any surplus from it.

The shipper's consumer surplus on the extra traffic is represented by Area I, equal to $\frac{1}{2}(\$1.50 - 1.00) \times (Q_0) = .25Q_0$. Previously the shipper did not ship this volume, and therefore had no surplus on it.

For the total volume shipped, producer surplus, represented by G plus J is $\$.20Q_0 + .20Q_0 = .40Q_0$, or a decrease of $\$0.70Q_0$ compared to the original case. Consumer surplus, represented by E plus F plus I is now $\$0.25Q_0 + 0.50Q_0 + 0.25Q_0$ or $\$1.00Q_0$. This is a gain of $\$0.75Q_0$. Since this exceeds the reduction in producer surplus by $\$0.05Q_0$, the conclusion would be that through rail service is preferable to combined truck-rail service. This conclusion, however is dependent on the assumed price structure. Figure A-4 illustrates how a price adjustment could make truck-rail service superior.

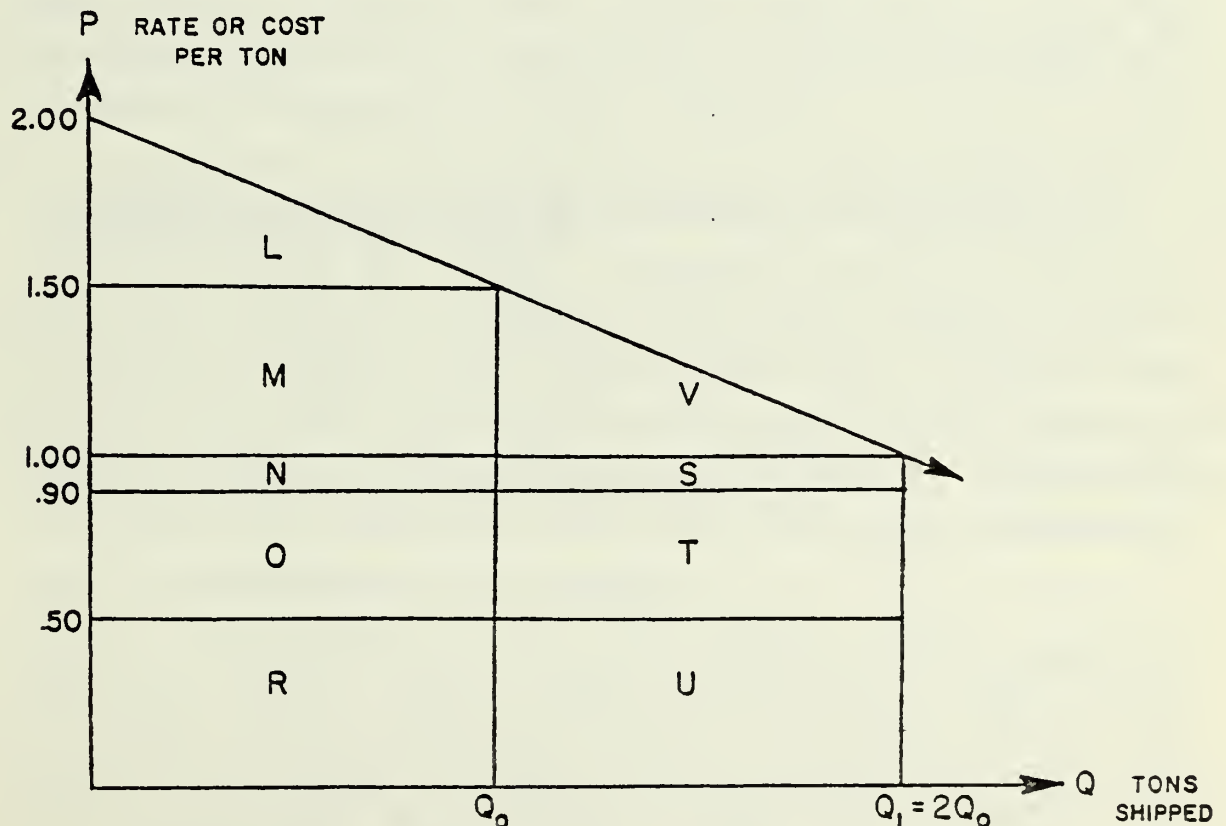


Figure A-4

DEMAND FOR
INTERMODAL SERVICE WITH THROUGH RATE

In Figure A-4 it is assumed that the railroad and the trucker provide a combination service with the same unit costs as in the Figure A-2 case, but have established a joint through rate of \$1.00 per ton, and have agreed that the trucker will get \$0.10 per ton and the railroad will get \$0.50 per ton. At this price the shipper's demand is Q_1 , set equal to $2Q_0$, as in Figure A-3. Again, traffic that would have moved at the higher price and extra traffic at the lower price will be considered separately.

For the volume that would have been shipped at the higher price the shipper now pays a total of $(\$1.00) \times (Q_0)$ shown by Area N plus O plus R in Figure A-4. The railroad incurs no cost, and therefore the rail revenue of $(\$0.50) \times (Q_0)$, shown by R is all producer surplus. The trucker incurs a cost of $(\$0.40) \times (Q_0)$ shown by O and therefore has a producer surplus of $(\$0.50 - .40) \times (Q_0)$ or $.10Q_0$ shown by N. Total producer surplus, shown by N plus R is $.50Q_0 + .10Q_0 = .60Q_0$. This is $0.50Q_0$ less than producer surplus on this portion of traffic for combined service with separate prices, but $.40Q_0$ greater than producer surplus for direct rail.

The shipper's consumer surplus on the portion of traffic that would have been shipped at the higher rate is now represented by Areas L plus M in Figure A-4. Area L represents the amount of consumer surplus that would have occurred at the old price, equal to $.25Q_0$ and Area M represents the extra consumer surplus at the new price, or $(\$1.50 - 1.00) \times Q_0 = .50Q_0$. The gain in consumer surplus is equal to the loss in producer surplus. The surplus represented by M has been shifted from producer to consumer with no actual change in resource consumption. This is in contrast with a shift of $.50Q_0$ and a resource cost increase of $.60Q_0$ on this portion of traffic for Figure A-3 compared to Figure A-2.

For extra volume shipped because of the reduced price, equal to $2Q_0 - Q_0 = Q_0$ the shipper pays total transportation charges of $(\$1.00) \times (Q_0)$, represented by Areas S plus T plus U in Figure A-4. The railroad incurs no cost and therefore the rail revenue share of $(\$0.50) \times (Q_0)$ represented by Area U is all producer surplus. The trucker incurs a cost of $(\$0.40) \times (Q_0)$ represented by T leaving a surplus of $(\$0.50 - 0.40) \times (Q_0)$ or $.10Q_0$ represented by Area S. Total producer surplus on this portion of the traffic is $\$0.50Q_0 + 0.10Q_0 = 0.60Q_0$ or an increase of $\$0.40Q_0$ compared to the

producer surplus of this share of the traffic with direct rail service.

The shipper's consumer surplus on the extra traffic shipped because of the lower rate is represented by Area V and is equal to $\frac{1}{2}(\$1.50-1.00) \times Q_0 = .25Q_0$. This is the same as the consumer surplus on this traffic for through rail service. For all traffic shipped, producer surplus equals $.60Q_0 + .60Q_0 = 1.20Q_0$ and consumer surplus equals $.75Q_0 + .25Q_0 = 1.00Q_0$. Combined producer and consumer surplus equals $\$2.20Q_0$. This is an increase of $\$0.85Q_0$ compared to combined truck and rail service under the original price structure. Of this gain $0.75Q_0$ accrues to the shipper, and $0.10Q_0$ to the trucker. The railroad is no better and no worse off than before. A change in the rate division between railroad and trucker could allow the railroad to share in producer surplus gain without affecting consumer surplus.

Compared to through rail service, combined truck and rail service with a joint rate has a total surplus gain of $\$0.80Q_0$. This accrues entirely to the railroad and trucker because of increased efficiency in use of resources.

4. Procedures to be used by Massachusetts in evaluation of Transportation Cost Changes

The first step in the analysis of transportation costs for a branch line will be to compile a list of all active users of the line, together with their recent traffic history. Obtaining this information will require cooperation of the railroad company and the rail users with state officials. If there have been significant decreases in rail use over the last several years, explanations will be sought.

Information on file at the Executive Office of Transportation and Construction pertaining to the rail users on the analysis line will be reviewed. Interviews will be conducted with rail users as necessary to determine how each option under consideration would affect their projected volumes of shipments of commodities currently shipped by rail, and whether proposed

rail improvements would result in shipment of any new commodities by rail. For options involving cessation of direct rail service, shippers will be asked to state their probable replacement service configuration .

Most users of railroad branch lines in Massachusetts would have to use some form of highway transportation if direct rail service were discontinued. A relatively small number of rail users have access to water transportation as well as to rail, but for the immediate future none of them are threatened with loss of rail service. Consequently, this edition of the Massachusetts Benefit-Cost Methodology does not address costs of water transportation. If, at some future date, a need arises for analysis of water transportation costs, analysis procedures will be similar to those used for the rail and highway modes. Service characteristics of air freight differ so drastically from those of rail freight that it is highly improbable that air freight would be selected as a replacement for discontinued rail service. Therefore no procedures for analyzing air freight costs are included.

Rail users losing direct service but continuing to ship the same commodities to or from the same points may elect to use trucks all the way from origin to destination, or to use trucks as far as an alternate rail facility. In the latter case, interface options include transfer of commodities between trucks and railroad cars or use of Trailer-on-Flatcar (TOFC) or Container on-Flatcar (COFC) service.

The greater the portion of the trip over which truck service replaces rail service, and the greater the change in rail equipment used on the remaining rail portion of the trip, the more difficult it becomes to identify all cost changes, so simplifying assumptions are required. On branch and off-branch costs of traffic will be computed separately. In cases where replacement service consists of truck only as far as an alternate rail facility, only on branch or branch related costs will be computed, unless the transfer point is located a substantial distance from the yard that formerly served the branch. If replacement service consists of truck from origin to destination, both on branch and off branch rail costs will be estimated. Off branch cost will be computed

using the "Abbreviated" method described in Section 2.5.4. of the FRA Rail Planning Manual. This method bases cost on car-mile, ton-mile, terminal, and tonnage factors published in the ICC's Rail Carload Cost Scales.

On-branch cost changes will be based on data supplied by the operating railroad company. Figures must be presented in sufficient detail to permit an independent check to be made by the state rail staff. In the event that the railroad does not provide information, the rail staff will estimate costs on the basis of available data from comparable lines. Items included in costs will be engine and train crew wages and fringe benefits, locomotive depreciation, maintenance and fuel, caboose depreciation and maintenance, normal maintenance of way and structures, and car per diem cost. Also included will be special avoidable costs for specific branch lines such as wages of crossing or drawbridge tenders.

In order to select the best replacement service for rail, branch line shippers must obtain price and cost estimates for the alternative services. Prices should be available to the rail staff either from the shippers or from published tariffs. Costs, if not directly obtainable, will be computed from sources such as reports of the American Trucking Association and rate cases on file with the Interstate Commerce Commission and the Massachusetts Department of Public Utilities.

E. Other Benefits

1. Corporate Profits

Some state rail plans include changes in profits to rail users as the result of rail projects in the list of project benefits. This would not be correct when consumer surplus changes resulting from transportation cost changes are included in benefits, however. The price-demand curves of rail users are determined in large part by expected profits. In theory the maximum amount a shipper would be willing to pay for transportation is exactly equal to the amount of benefit that the transportation would contribute to the shipper's business. If projected profits exceed a shipper's consumer surplus from branch line rail service, it follows that if the service were discontinued the shipper would continue in business either at the same site or at another site, but with profits reduced by the cost of replacement transportation service. Thus, it is generally incorrect to include the total profits of firms as benefits of a rail project.

2. Taxes Generated

From the standpoint of the rail user, taxes are an add-on to actual cost of production. The rail user's perceived consumer surplus is determined by after-tax profits. Therefore, inclusion of tax revenues as benefits does not result in double counting when transportation benefits include consumer surplus. Only the difference in taxes that would accrue to the analysis perspective area with and without a proposed rail project should be counted as benefits, however.

In Massachusetts, rail users pay corporate income taxes to the state, and property taxes to the cities or towns in which they are located. If a proposed rail project results in increased Massachusetts income taxes being paid by a new or existing rail user, these can be counted as benefits. If, in the absence

of the project the rail user simply conducts business elsewhere in Massachusetts, or if lack of the project results in higher income for a competing Massachusetts firm, then the state tax benefits should not be counted. If plans are uncertain, probability factors can be applied.

Calculation of property tax impacts of a rail project is somewhat more complex. All other things being equal, an industrial site with rail service is generally more valuable than a site without rail service. Even if the current owner of a plant does not use rail service, the availability of rail service may improve the chances of being able to sell the plant for a different use in the future. Therefore, even if loss of rail service does not cause any firms to go out of business, it can nevertheless result in a loss in property taxes. Lacking good information on which to base estimates, the Massachusetts methodology will for the present omit changes in property taxes of firms that remain in business with or without rail service from the benefit calculations.

More easily computed are property taxes on new plants that will be constructed only if rail service is continued or improved. If there are definite plans for such a plant, projected tax revenue should be available from the local assessor's office. If plans are somewhat speculative, probability factors can be used to adjust the tax estimate. If alternate sites within Massachusetts are also under consideration, then only the difference between probable property tax with and without the project will be counted.

An intermediate case for tax calculation is that in which an existing company ceases operation and the building remains vacant. In the short-run the valuation of the property will not change, but it may be difficult to collect the taxes. In the long-run, vacancy of the building will indicate that it is overvalued, and the assessment will be reduced. Probability of a building remaining vacant will be estimated on the basis of age and condition of the building, and on history of re-use

of comparable buildings in the same part of the state.

3. Primary Employment Impacts

a. General

If service on a rail line is discontinued, some of the users of the line may be forced to discontinue part or all of their operations, with a resultant reduction in employment. If a project is undertaken that ensures long term continuation of service on a rail line, new firms may locate on the line, creating new jobs. From the perspective of the state, the net job benefit of a rail project is the difference between the present values of the wages that would be earned by Massachusetts residents with and without implementation of the project, excluding federal taxes. Although earnings of employees are costs to their employers, this is already taken into account in calculations of corporate profits, which are accounted for implicitly in the estimate of rail users consumer surplus in the transportation cost evaluation.

Massachusetts residents pay state and federal income taxes, but no local income taxes. State income taxes are a transfer of benefits between workers and the state. They should be included in benefits when computed from the state perspective but not when computed from the local perspective. Federal income taxes are a transfer of benefits out of state. They should be excluded from income benefits unless a national perspective is used.

b. Job Losses

When jobs are lost due to abandonment of a rail line, most of the displaced workers will eventually find new jobs, although not necessarily at the same rates of pay. When a rail project creates new jobs it can be assumed that most of the people filling these jobs would have found some other employment if the jobs had not been created. Theoretically the employment benefits of a project should be computed by comparing the present value of wages of all affected employees with and without the project. An analysis this detailed would be impractical if not impossible in most cases, however. The Massachusetts methodology

uses a much simpler approach that should produce nearly the same results.

From the standpoint of the individual, the monetary benefit of employment is the difference between after-tax wages and unemployment or welfare benefits that would otherwise have been received. If a local perspective is used, the overall benefit is equal to the benefit to individuals. When a state-wide perspective is used there is a benefit to the state in the amount of unemployment and welfare benefits that are avoided, excluding Federal reimbursements, plus additional state income taxes collected.

For a firm closing or reducing its scope of operation total job loss can be computed from known total employment, and estimates by the employer as to the number of these jobs that will be affected. An adjustment must be made for the number of employees that the firm transfers to other locations. If employees transfer out of Massachusetts, the state will no longer collect taxes from them, but it will be assumed that this will be compensated for by the state no longer having to provide any services to them.

It can be assumed that some employees are able to locate new jobs immediately and begin work as soon as their old jobs are eliminated. The Michigan rail plan, used as a model by others assumes that 12% of workers losing jobs will fall into this category. In the absence of information to the contrary, Massachusetts will also use 12%.

For the remainder of those unemployed, estimated duration of unemployment will be based on data from the Massachusetts Division of Employment Security. Using the unemployment duration figures and wage information for the employees concerned, present value of lost wages over project life or ten years, whichever is less, will be computed. Adjustments for unemployment compensation and income taxes will be made in the manner discussed previously.

c. Job Gains

Evaluation of the impacts of jobs created by firms newly locating on a rail line or by expansion of existing firms involves more unknowns. In many cases, there will be no definite assurances that projected job increases will actually occur. Although firms may be sincere in their plans for job creation, unforeseen changes in the economy may force revision of plans. Therefore projections of job increases will be weighted by probability factors between zero and one.

Some portion of the workers filling newly-created jobs will have been unemployed previously, but others will simply transfer from less desirable jobs. Even if a new firm does not directly provide jobs for any workers who were formerly unemployed, there should be a ripple effect that eventually does reach to unemployed workers. An employed person who quits to take a newly created job will open a vacancy at his old firm. Disregarding vacancies that go unfilled, shifting of workers among jobs will ultimately result in work for the formerly unemployed, even if it is several steps removed from the newly-created jobs.

Most unemployed workers eventually find jobs. It would be difficult to predict how much longer each unemployed worker employed as a result of a creation of a new job would otherwise have been out of work. This would require a knowledge of how long the worker had already been unemployed as well as a knowledge of typical unemployment duration. An unemployed worker who takes a newly-created job will no longer be competing for other jobs however, so another unemployed worker will ultimately find a job sooner somewhere else. It will be assumed that when impacts to all affected workers are taken into account the average total number of weeks of unemployment eliminated by creation of a new job will be the same as the average total number of weeks of unemployment caused by elimination of an existing job.

4. Secondary Employment Impacts

Creation or elimination of jobs by rail users can result in changes in supporting jobs within the community. For example,

if a large factory closes down, stores and restaurants patronized by factory employees will suffer a loss of business, and may have to reduce their own work forces. Local firms that provide office supplies to the factory will also lose business and may have to reduce employment. It is not feasible to try to calculate the exact secondary job impacts of any primary employment changes caused by rail projects. Instead, the method generally used is to apply multiplier factors that have been devised from information on relative employment in various job categories within the region in question. A recent study by the New England Regional Commission used a multiplier of 1.875 for this purpose. In other words, it was assumed that on the average one job in a firm using rail service resulted in provision by non-rail using firms of an additional 0.875 jobs. The Pennsylvania state rail plan used separate multipliers for each county, with values ranging from 1.0 to 3.3. In Massachusetts the New England Regional Commission multiplier of 1.875 will be used except in cases where other studies have shown a different multiplier to be more appropriate.

In cases where truck service would replace abandoned rail service, estimates will be made of the number of new truck jobs created. Extra wages from trucking jobs will be treated as benefits of the abandonment alternative. Because of labor agreements and federal regulations, branch line abandonments seldom result in loss of jobs by railroad employees although they may be relocated. Therefore it will be assumed that proposed projects have no railroad wage impacts.

5. Impacts on other transportation facilities

In most cases, abandonment of rail service will result in an increased use of trucks. Often when rail traffic is sufficiently low to warrant abandonment, the volume of replacement truck traffic would be an insignificant addition to existing highway volumes. In the Massachusetts benefit-cost methodology, only highway improvements required with an abandonment that would not be required without it will be counted.

Additional subjective information on increased highway traffic will accompany the benefit-cost analysis.

6. Impacts on Consumers

Traffic carried on railroad branch lines often includes commodities consumed within a small radius of the delivery point, such as building materials and farm supplies. The local demand for these commodities will continue even if loss of rail service causes the on-line consignees to go out of business. This will force consumers to find new suppliers farther away. Either the consumers or the new suppliers will have to pay the costs of transporting the commodities the extra distance.

In the Massachusetts methodology, for each rail line under analysis users receiving commodities for local consumption will be identified. If these users indicate that they will cease shipping commodities currently carried by rail if rail service is lost, alternative sources of supply will be identified. The annual number of transactions involved will be estimated from sales data. From this, and measurement of the distance between old and new suppliers, extra vehicle miles of travel will be computed. Costs will be calculated assuming that most of the consumers travel in private automobiles or small trucks.

APPENDIX B

Detailed Description of Conrail Routes

INTRODUCTION

A general description of the Consolidated Rail Corporation (Conrail) system in Massachusetts is presented in Section B of Chapter II. This system is depicted on Map II-2. Appendix B provides further information about each of the Conrail lines in the Commonwealth. Lines have been categorized as Main Lines, Branches, Secondary Tracks, or Industrial Tracks according to their designation by Conrail.

There do not appear to be rigid definitions for these designations but Main Lines are generally characterized by overall lengths in excess of 50 miles, and high volumes of intercity freight and/or intercity passenger service. The term Branch Line is usually used to identify non Main Lines with regularly scheduled passenger service, or lines providing "bridge" connections between two or more Conrail Main Lines, or between a Conrail Main Line and a major freight yard.

Secondary tracks are usually feeder lines with relatively low traffic density and no regularly scheduled passenger service. Most secondary tracks connect with other rail lines at only one end, but there are exceptions. Lengths of Secondary Tracks in Massachusetts range from two to 40 miles. Industrial Tracks are usually relatively short segments between Main Lines, Branches, or Secondary Tracks, and private industrial sidings. Designation as an industrial track is used largely for traffic control purposes as it permits a switch engine to work freely within the confines of the line without the need for dispatcher approval of each move. Lengths of industrial tracks in Massachusetts range from under one mile to nearly six miles. Most are remnants of much longer lines.

Amtrak has responsibility for traffic control on certain Main Lines and Branch Lines in the Commonwealth over which Conrail operates freight service, but which are owned by Amtrak or the MBTA. These Lines are listed in separate categories following Conrail Main Lines and Conrail Branch Lines. Within each category, lines are listed in alphabetical order.

The following information is listed for each line:

- 1) NAME OF LINE: The present official designation of each line. In cases where older designations are more generally known to the public, these are included in parentheses.
- 2) LOCATION OF LINE: The endpoints of the line. If not otherwise specified, endpoints are in Massachusetts.
- 3) LENGTH OF LINE IN MILES: Total route miles between endpoints. If a part of the line is outside of Massachusetts, mileage within Massachusetts is shown separately.
- 4) LOCATION ON MAP: Vertical and Horizontal grid locations of lines on system maps in the State Rail Plan.
- 5) NON-OPERATOR OWNERSHIP: A list of right-of-way segments in the line, if any, owned by parties other than the operating railroad.
- 6) MASS. CITIES AND TOWNS IN WHICH LINE IS LOCATED: (excluding other states). A list of all municipalities within Massachusetts through which the line passes. These are listed in order from end to end on the line. Villages that are part of larger municipalities are not included.
- 7) DATE ORIGINALLY OPENED: The year and month, if known, in which regular service on the line or subsections thereof first began. This information is included as an indication of the place of each line in the overall development of the Massachusetts Transportation System. Most lines in the state were opened over 100 years ago, and the tracks have been rebuilt many times since. Most dates were taken from records contemporary with the construction.
- 8) FREIGHT SERVICE: A list of all freight trains regularly operating over the line, according to the most recent information furnished to EOTC by the railroad. Through freight trains, if any, are listed first, followed by local freights. Service patterns may vary according to traffic levels.

- 9) PASSENGER SERVICE: A list of passenger train services currently using the line, if any. Further details on schedules appear in Appendices E and F.
- 10) ANNUAL FREIGHT DENSITY: The most recent figure supplied for the line by the operating railroad, with units as discussed below. Determination of eligibility for certain funding under the Federal Rail Assistance regulations requires measurement of tonnage in million gross ton miles per mile per year. Figures maintained by railroad companies are more commonly in the form of millions of gross tons per year. The two measures are identical when all traffic on a link for which density is shown travels the full length of the link. If there is a traffic origin or destination within a link, gross ton-miles per mile will be lower than gross tons, since ton-miles will be averaged over the full length of the link. In each table, the units of freight density are specified. In certain cases, lines that appear to be ineligible for Federal funding when tonnage is measured in gross tons may be eligible if density is recomputed in gross ton-miles per mile.
- 11) NOTES: Other important line information not included in the categories above.

LIST OF LINES DESCRIBED IN APPENDIX B

	<u>Pages</u>
I. <u>Main Lines</u>	
New England Division Main Line (formerly Boston & Albany Main Line)	B-6
II. <u>Amtrak Main Lines with Conrail Freight Service</u>	
Boston to New Haven Main Line (formerly Boston & Providence Main Line)	B-7
Mill River (New Haven) to Springfield Main Line	B-8
III. <u>Branch Lines</u>	
Framingham Branch	B-9
Middleboro Branch	B-9
New Bedford Branch (including Attleboro Secondary and New Bedford Secondary)	B-10
IV. <u>Branch Lines with Amtrak Dispatching</u>	
Franklin Branch	B-11
Needham Branch	B-11
Stoughton Branch	B-12
V. <u>Secondary Lines</u>	
Buzzards Bay	B-13
Canaan	B-13
Clicquot	B-14
Dedham	B-14
Dover	B-15
East Junction	B-15
East Longmeadow	B-16
East Walpole	B-16
Falmouth	B-17
Fitchburg	B-17
Florence	B-18

Pages

Grand Junction	B-18
Holliston	B-19
Holyoke	B-19
Hyannis	B-20
Lowell	B-20
Milford	B-21
Milton	B-21
Nantasket	B-22
Newport	B-22
North Adams	B-23
Plymouth	B-23
Randolph	B-24
South Boston Freight Terminal Branch	B-24
South Dennis	B-25
Watuppa	B-25
West Hanover	B-26

VI. Industrial Tracks

Athol	B-27
Dean Street	B-27
Dighton	B-28
East Boston	B-28
Fenway	B-29
Holyoke Horn	B-29
Lancaster Mills	B-30
Marion Pit	B-30
Newton Highlands	B-31
Saxonville	B-31
Ware River	B-32
West Quincy	B-32

SYSTEM: Consolidated Rail Corporation (Conrail)

NAME OF LINE: New England Division Main Line
(Formerly Boston & Albany Main Line)

LOCATION: Boston to Milepost 191.7 (Castleton, New York)
(Boston to West Stockbridge in Mass.)

LOCATION ON STATEWIDE MAP: M-5 to A-5

LENGTH OF LINE IN MILES: 191.7, of which 162.0 are in
Massachusetts.

NON-OPERATOR OWNERSHIP: Boston to Riverside (10.8 miles)
is owned by Massachusetts Turnpike
Authority. Riverside to Framingham
(10.6 miles) is owned by the MBTA.

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)
Boston, Newton, Weston, Wellesley, Natick, Framingham,
Ashland, Southboro, Westboro, Grafton, Millbury,
Worcester, Auburn, Oxford, Charlton, Spencer, Brookfield,
West Brookfield, Warren, Brimfield, Palmer, Monson,
Wilbraham, Springfield, West Springfield, Westfield,
Montgomery, Huntington, Chester, Becket, Middlefield,
Washington, Hinsdale, Dalton, Pittsfield, Richmond,
West Stockbridge.

DATE ORIGINALLY OPENED: Boston to Newton-April 1834; to Wellesley
July 1834; to Ashland September 1834; to Westboro November
1834; to Worcester July 1835; Worcester to Springfield
October 1835; Connecticut River Bridge July 1841; Connecticut
River to Chester May 1841; to Washington September 1841;
Summit to Pittsfield August 1841; Pittsfield to State Line
May 1841.

THROUGH FREIGHT SERVICE:

The following through trains operate over the Main Line
between Boston (Beacon Park) and Milepost 191.7:

TV-5	Non thru Fri	Boston to East St. Louis
TV-9	Tues thru Sat	Boston to Chicago
TV-13	Non thru Fri	Boston to Chicago
BOSE	Daily	Boston to Selkirk, N.Y.
ROEL	Daily	Boston to Elkhart, IN.
TV-6	Ex. Mon	Selkirk to Boston
TV 10B	Wed-Thu-Fri	Selkirk to Boston
TV-11	Ex. Sun	Selkirk to Boston
TV-14/TV 8	as needed	Selkirk to Boston
SEBO A	Daily	Selkirk to Boston
SEBO B	Sun thru Fri.	Selkirk to Boston

The following trains operate over the Main Line between
Framingham and Milepost 191.7:

RISE	Daily	Providence, R.I. to Selkirk, N.Y.
RISE	Daily	Framingham to Selkirk
SERI	Daily	Selkirk to Providence, R.I.

The following through trains operate over the Main Line
between Worcester and Milepost 191.7:

TV-7W	Sat. only	Worcester to Chicago
SEPW	Daily	Selkirk to Worcester (Train delivered to Providence and Worcester Railroad at Worcester)

The following through trains operate over the Main Line
between Springfield and West Springfield and Milepost 191.7:

TV-7	Non-thru Fri.	Cedar Hill (New Haven) Ct. to Chicago
MISE-A	Daily	Cedar Hill to Selkirk, N.Y.
SPSE	Daily	Springfield to Selkirk
SEMI-A	Daily	Selkirk to Cedar Hill

LOCAL FREIGHT OPERATIONS:

WNRP-1 From Beacon Park serves points to Natick Mon-Wed-Fri;
to Framingham Tues, Thu, Sat.

WNW0-3 From Worcester serves points to Framingham except
Sat. runs Worcester to East Brookfield as needed.

WNPI-10 and WNPI-9 From Pittsfield serve points between
Washington, MA and Chatham, N.Y. except Sunday.

WNWS-1 From West Springfield serves points to Westfield
except Sun.

WNWS-2 From West Springfield serves points to Worcester
Daily

PASSENGER SERVICE:

Boston section of Amtrak Lake Shore Limited traverses
route daily in each direction between Boston and
Milepost 187.4 (Niverville, N.Y.) enroute between
Boston and Chicago.

Weekday commuter service operated by Boston and
Maine Corporation under contract with MBTA,
between Boston and Framingham.

ANNUAL FREIGHT DENSITY

(Million Gross Tons): (1980)

Boston - Framingham 6.0; Framingham - Worcester 14.0

Worcester - Springfield 17.5; Springfield - State line 23.5

SYSTEM: Amtrak/Conrail

NAME OF LINE: Main Line, Boston to New Haven
(Boston to Hebronville in Massachusetts)

LOCATION: Boston to Division Post, (New Haven) CT.

LOCATION ON STATEWIDE MAP: M-5 to K-8

LENGTH OF LINE IN MILES: 155.4 miles, of which 37.4 are in Massachusetts

NON-OPERATOR OWNERSHIP: Boston to South Bay (1.2 miles) owned by Amtrak
South Bay to Rhode Island State line (36.2 miles) owned by the MBTA.
Rhode Island State line to Division Post owned by Amtrak except
Lawn to Providence, R.I. (3.5 miles) owned partially by Providence
and Worcester Company. Entire line is included in basic Conrail
system. Conrail operates freight service under trackage agreements.

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)

Boston, Dedham, Westwood, Canton, Sharon, Foxborough,
Mansfield, Attleboro.

DATE ORIGINALLY OPENED: Readville to East Junction August 1835;
East Junction to Providence 1848 (trains terminated at East
Providence 1835-1848); Readville to South Bay Jan. 1855 (Not
operated 1859-1866); South Bay to South Station Sept. 1899;
(Prior to Nov. 1979 trains ran Readville to South Station via
Southwest Corridor).

THROUGH FREIGHT SERVICE:

RISE Daily Providence, R.I.-Selkirk, N.Y. traverses
Boston-New Haven Main Line Providence to
Mansfield.

SERI Daily Reverse route of SERI.

LOCAL FREIGHT OPERATIONS:

WNRE-9 From Readville serves points to Boston Mon., Wed., Fri.
WNRE-4 From Readville serves points between Readville and
Canton Jct., Tues., Thurs.
WNPR-20 From Providence serves points Providence to Mansfield
Mon. thru Fri.
WNPR-29 From Providence serves points between Providence and
Foxboro Mon. thru Fri.

PASSENGER SERVICE:

Daily service by Amtrak between Boston, New York, N.Y.
and Washington, D.C. traverses entire Boston-New Haven
Main Line.

Boston and Maine Corporation under contract with the
MBTA operates weekday commuter service between Boston
and Providence, R.I.; Non-Sat commuter service between
Boston and Attleboro; and between Boston and Stoughton,
traversing Main Line between Boston and Canton Jct.

See Appendices E and F for additional details.

SYSTEM: Amtrak/ConrailNAME OF LINE: Main Line - Mill River to SpringfieldLOCATION: Mill River (New Haven) CT. to Springfield, MA.LOCATION ON STATEWIDE MAP: E-7LENGTH OF LINE IN MILES: 60.7, of which 6.2 miles are in Massachusetts.NON-OPERATOR OWNERSHIP: Entire line is owned by AMTRAK, but is part of basic Conrail system. Conrail operates freight service under a trackage agreement.CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)

Springfield, Longmeadow

DATE ORIGINALLY OPENED: Mill River to Hartford December 1839;
Hartford to Springfield December 1844.THROUGH FREIGHT SERVICE:

The following through freights traverse the Mill River-Springfield Main Line between Cedar Hill, (New Haven) CT and Springfield, MA:

TV-7 Mon thru Fri. Cedar Hill to Chicago
(Sat. Cedar Hill - West Springfield only)

RISE-A Daily Cedar Hill to Selkirk

TV-8 Wed/Thu/Fri/Mon West Springfield to Cedar Hill

SEMI-A Daily Selkirk, N.Y. to Cedar Hill

PASSENGER SERVICE:

Daily service by Amtrak between Springfield and New Haven, with connections for New York and beyond. Some through service, including Montrealer between Washington, D.C. and Montreal, P.Q. See Appendix F for additional details.

SYSTEM: Consolidated Rail Corporation (Conrail)NAME OF LINE: Framingham BranchLOCATION: Mansfield to North FraminghamLOCATION ON STATEWIDE MAP: L-7 to K-5LENGTH OF LINE IN MILES: 21.4NON-OPERATOR OWNERSHIP:CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)Mansfield, Foxborough, Walpole, Medfield,
Sherborn, FraminghamDATE ORIGINALLY OPENED: Mansfield-Framingham Feb. 1870;
Framingham-North Framingham June 1855.FREIGHT SERVICE: Daily through freights SE1 and RI2E traverse
line between Mansfield and Framingham enroute
between Providence, R.I. and Selkirk, N.Y.
Local freight service between Framingham and
Walpole Mon-Wed-Fri by WNFR-22 from Framingham,
between Walpole and Mansfield Mon-Wed-Fri by
WNPR-29 from Providence.PASSENGER SERVICE: None regularly scheduled, but special trains
to games at Schaeffer Stadium run on segment
from Walpole to Bay State (3.6 miles).ANNUAL FREIGHT DENSITY
(Million Gross Tons): (1980)Mansfield - Walpole 3.5; Walpole - Framingham 5.5
Framingham - North Framingham 1.5SYSTEM: Consolidated Rail Corporation (Conrail)NAME OF LINE: Middleboro BranchLOCATION: Braintree to CP Cotley (Taunton)LOCATION ON STATEWIDE MAP: M-6 to M-8LENGTH OF LINE IN MILES: 32.4NON-OPERATOR OWNERSHIP:Braintree to Campello, 11.5 miles
is owned by the MBTA.CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)Braintree, Ilolbrook, Brockton, West Bridgewater,
Bridgewater, Middleboro, Lakeville, TauntonDATE ORIGINALLY OPENED: Braintree to Middleboro, Dec. 1846;
Middleboro-Cotley July 1856.FREIGHT SERVICE: WNMI-1 from Middleboro serves points to
Taunton Tuesday, Thursday. WNMI-2 from Middleboro serves
points to Cotley Monday through Friday. WNSB-13 from
Braintree serves points to Middleboro Monday through
Friday. Through freight WNSB-15/16 traverses line enroute
between Braintree and Attleboro daily; serves Middleboro,
Cotley.PASSENGER SERVICE: None at present. Line is possible route
for future Boston-Cape Cod passenger service.ANNUAL FREIGHT DENSITY
(Million Gross Tons): (1980)

Braintree - Middleboro 1.0; Middleboro - Cotley 1.5

SYSTEM: Consolidated Rail Corporation (Conrail)

NAME OF LINE: New Bedford Branch-Attleboro Secondary Track -
New Bedford Secondary Track

LOCATION: Attleboro Secondary-Attleboro to Whit;
New Bedford Branch-Whit to Cotley; New
Bedford Secondary Cotley to end of track,
New Bedford.

LOCATION ON STATEWIDE MAP: L-8 to N-10

LENGTH OF LINE IN MILES: Attleboro-Whit 9.4 miles; Whit-
Cotley 3.9 miles; Cotley-end of
track 18.5 miles.

NON-OPERATOR OWNERSHIP:

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)
Attleboro, Norton, Taunton, Berkley, Lakeville,
Treetown, New Bedford.

DATE ORIGINALLY OPENED: Attleboro-Attleboro Jct., Aug. 1871;
Attleboro Jct.-Taunton Aug. 1836;
Taunton-New Bedford, July 1810;
New Bedford-end of track 1873.

FREIGHT SERVICE: WH-1 from Middleboro serves points
Cotley to Hyricks Tuesday, Thursday.
WH-2 from Middleboro serves points
Cotley to New Bedford Monday through
Friday. Through Freight WFSR 15/16
traverses line enroute between Braintree
and Attleboro daily each way. Serves
Cotley.

PASSENGER SERVICE: None at present. Line is route for possible
future New York to Cape Cod passenger service.

ANNUAL FREIGHT DENSITY
(Million Gross Tons): (1980)

Attleboro - Cotley 1.5; Cotley - New Bedford under 1.0

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Franklin Branch

LOCATION: Readville to Franklin Junction

LOCATION ON STATEWIDE MAP: N-6 to K-7

LENGTH OF LINE IN MILES: 18.5

NON-OPERATOR OWNERSHIP: Branch is owned by the MBTA

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Boston, Dedham, Westwood, Norwood, Walpole, Norfolk, Franklin

DATE ORIGINALLY OPENED: Readville-Islington January 1855; Islington-Walpole April 1849; Walpole-Franklin Jct. May 1849. (Originally ran Islington to Dedham instead of Readville)

FREIGHT SERVICE: WNRE-6 from Readville to Framingham serves points to Walpole daily. WNRE-4 from Readville serves points to Walpole Monday, Wednesday, Friday. WNFR-22 from Framingham serves points Walpole to Franklin Jct. Monday, Wednesday, Friday.

PASSENGER SERVICE: Commuter service Monday-Saturday between Boston and Franklin operated by Boston & Maine Corp. under contract with the MBTA. See Appendix E for additional details.

ANNUAL FREIGHT DENSITY
(Million Gross Tons): (1980)

Readville - Walpole 2.8 ; Walpole - Franklin under 1.0

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Needham Branch

LOCATION: Forest Hills to Cook Street (Newton Highlands); New England Industrial Center Track-Upper Falls to Industrial parks.

LOCATION ON STATEWIDE MAP:

N-6 to L-5

LENGTH OF LINE IN MILES: Forest Hills-Cook St., 10.7 mi; Industrial Center Tracks, approximately 1 mi.
NON-OPERATOR OWNERSHIP: Forest Hills-Cook St., MBTA; Industrial Tracks, private.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Boston, Needham, Newton

DATE ORIGINALLY OPENED: Forest Hills-West Roxbury June 1850; West Roxbury-Needham Jct., Nov. 1906; Needham Jct.-Needham Nov. 1861; Needham-Upper Falls June 1853; Upper Falls-Cook St., Nov. 1852; Industrial Tracks, 1953.

FREIGHT SERVICE: WNFR-5 from Framingham serves points Needham Jct.-Cook St. and Industrial Tracks, Tuesday, Thursday. Serves West Roxbury as needed Tuesday, Thursday as designated operator. West Roxbury-Forest Hills not included in Conrail, out of service.

PASSENGER SERVICE: Commuter service between Boston and Needham Hts. suspended during construction of Southwest Corridor Project.

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Stoughton Branch

LOCATION: Canton Jct. to End of Block, Stoughton

LOCATION ON STATEWIDE MAP: I-6 to K-7

LENGTH OF LINE IN MILES: 4.7

NON-OPERATOR OWNERSHIP: Branch is owned by the MBTA

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Canton, Stoughton

DATE ORIGINALLY OPENED: April 1845

FREIGHT SERVICE: MBTA-4 from Readville serves points on Branch
Tuesday, Thursday

PASSENGER SERVICE: Commuter service Monday-Saturday between Stoughton
and Boston operated by the Boston & Maine Corp.
under contract with the MBTA. See Appendix E
for further details.

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Buzzards Bay Secondary TrackLOCATION: Alden (Middleboro) to Canal Junction (Bourne)LOCATION ON STATEWIDE MAP: N-8 to P-9LENGTH OF LINE IN MILES: 20.0NON-OPERATOR OWNERSHIP: Drawbridge at Buzzards Bay is owned by Army Corps of Engineers.CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Middleboro, Rochester, Wareham, BourneDATE ORIGINALLY OPENED: Middleboro-Wareham, January 1848.
Wareham-Buzzards Bay, May 1848. Present Drawbridge completed 1935.FREIGHT SERVICE: WNNI-1 from Middleboro serves points to Buzzards Bay Monday-Wednesday-FridayPASSENGER SERVICE: None, but route would be used by possible future passenger service between Cape Cod and Boston or New York.ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0.NOTES: Past studies of Conrail have indicated this line may not remain in basic Conrail system.SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Canaan Secondary TrackLOCATION: Pittsfield, MA to End of Track, Canaan, CT.LOCATION ON STATEWIDE MAP: B-4 to A-7LENGTH OF LINE IN MILES: 38.7 miles of which 35.9 miles are in MassachusettsNON-OPERATOR OWNERSHIP:CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Pittsfield, Lenox, Lee, Stockbridge, Great Barrington, SheffieldDATE ORIGINALLY OPENED: Connecticut Line to Van Deusenville December 1842; Van Deusenville to Pittsfield December 1849.FREIGHT SERVICE: WNPI-12 from Pittsfield serves points to Canaan Monday through FridayPASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Chicquot Secondary TrackLOCATION: Medfield Junction to End of Track, MillisLOCATION ON STATEWIDE MAP: L-6LENGTH OF LINE IN MILES: 3.3NON-OPERATOR OWNERSHIP: Entire line is owned by the MBTA.CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Medfield, MillisDATE ORIGINALLY OPENED: November 1861FREIGHT SERVICE: WNR-5 from Framingham serves line Tuesday, Thursday.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Dedham Secondary TrackLOCATION: Readville to DedhamLOCATION ON STATEWIDE MAP: M-6 to L-6LENGTH OF LINE IN MILES: 2.1NON-OPERATOR OWNERSHIP: Entire line is owned by the MBTACITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Boston, DedhamDATE ORIGINALLY OPENED: December 1834FREIGHT SERVICE: Switcher from Readville serves branch as needed.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Dover Secondary TrackLOCATION: Needham Junction to Medfield JunctionLOCATION ON STATEWIDE MAP: L-6LENGTH OF LINE IN MILES: 7.3NON-OPERATOR OWNERSHIP: Entire line is owned by the MBTACITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Needham, Dover, Medfield

DATE ORIGINALLY OPENED: November 1861FREIGHT SERVICE: WFR-5 from Framingham serves line Tuesday, ThursdayPASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: East Junction Secondary TrackLOCATION: East Junction (Attleboro) MA. to Providence, R.I.
via East ProvidenceLOCATION ON STATEWIDE MAP: L-8LENGTH OF LINE IN MILES:8.8 miles, of which 3.1 miles are in
MassachusettsNON-OPERATOR OWNERSHIP:
Portion in Massachusetts owned by
MBTACITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Attleboro, Seekonk

DATE ORIGINALLY OPENED: East Junction to East Providence
August 1835; East Providence to
Providence December 1908.FREIGHT SERVICE:PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: East Longmeadow Secondary TrackLOCATION: Springfield MA to End of Track, Hazardville, CT.LOCATION ON STATEWIDE MAP: E-7LENGTH OF LINE IN MILES: 12.5 miles, of which 8.8 miles are
In MassachusettsNON-OPERATOR OWNERSHIP:CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Springfield, East LongmeadowDATE ORIGINALLY OPENED: Springfield-Armory December 1873;
Armory-Hazardville January 1876.FREIGHT SERVICE: NAMS-7 from West Springfield serves points
Springfield to Hazardville except Sunday.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: East Walpole Secondary TrackLOCATION: Norwood Central to End of Track, East WalpoleLOCATION ON STATEWIDE MAP: I-6LENGTH OF LINE IN MILES: 2.4NON-OPERATOR OWNERSHIP:CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Norwood, WalpoleDATE ORIGINALLY OPENED: February 1892FREIGHT SERVICE: WNRE-4 from Readville serves branch Monday,
Wednesday, FridayPASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Falmouth Secondary TrackLOCATION: Canal Junction (Bourne) to End of Track, Falmouth;
North Falmouth-Otis Air Force BaseLOCATION ON STATEWIDE MAP:
P-9 to P-10LENGTH OF LINE IN MILES: Canal Jct.-End of Track 13.8 miles;
North Falmouth-Otis A.F.B. 2.7 miles.NON-OPERATOR OWNERSHIP: Owned by MBTA, except Otis branch
owned by U.S. GovernmentCITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Bourne, Falmouth

DATE ORIGINALLY OPENED: Canal Jct.-Falmouth July 1872; Otis
branch 1940.FREIGHT SERVICE: WNM-1 from Middleboro serves points Canal Jct.
to Falmouth Friday only. Service is provided
by Conrail as designated operator for the
Commonwealth.PASSENGER SERVICE: None at present. Line may be included in
possible future service between Boston or
New York and Cape Cod.ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Fitchburg Secondary TrackLOCATION: Framingham Centre to FitchburgLOCATION ON STATEWIDE MAP: K-5 to J-4LENGTH OF LINE IN MILES: 35.0NON-OPERATOR OWNERSHIP: NoneCITIES and TOWNS IN WHICH LOCATED: (excluding other states)Framingham, Southborough, Northborough, Berlin, Clinton,
Lancaster, Sterling, Leominster, Fitchburg.DATE ORIGINALLY OPENED: Framingham Centre-Marlboro Jct. June 1855;
to Northboro December 1855; to Pratts Jct. July 1866; Pratts Jct. to
Fitchburg February 1850.FREIGHT SERVICE: WNF-10 from Framingham serves points to
Fitchburg Monday through Friday.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Florence Secondary TrackLOCATION: Westfield to End of Track, Easthampton, MALOCATION ON STATEWIDE MAP: D-6 to H-6LENGTH OF LINE IN MILES: 11.9NON-OPERATOR OWNERSHIP: NoneCITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Westfield, Southampton, EasthamptonDATE ORIGINALLY OPENED: July 1856FREIGHT SERVICE: WMMS-1 from West Springfield serves points
Westfield to Easthampton Tuesday, Thursday,
SaturdayPASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): 1.0NOTES:SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Grand Junction Secondary TrackLOCATION: Beacon Park Yard (Allston) to End of Track, ChelseaLOCATION ON STATEWIDE MAP: M-SLENGTH OF LINE IN MILES: 7.5NON-OPERATOR OWNERSHIP: Mile 3.2 to 3.9 in Somerville and
Charlestown owned by MBTA, used jointly
by Conrail and RGNCITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Boston, Cambridge, Somerville, Everett, ChelseaDATE ORIGINALLY OPENED: Somerville to Chelsea 1852; Somerville
to Allston 1855. (Intermittent operation
1857-1867)FREIGHT SERVICE: WHRP-10 from Beacon Park serves points to Chelsea
except Saturday. Switcher from Beacon Park carries
perishables from SERO-A to New England Produce
Center, Chelsea daily.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Holliston Secondary Track

LOCATION: CP22 (Framingham) to Metcalfs

LOCATION ON STATEWIDE MAP: K-6

LENGTH OF LINE IN MILES: 7.1

NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Framingham, Sherborn, Holliston

DATE ORIGINALLY OPENED: Framingham-Holliston Aug. 1847;
Holliston-Metcalfs July 1848.

FREIGHT SERVICE: WNBP-1 from Beacon Park serves points on
branch Tuesday, Thursday, Saturday

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Holyoke Secondary Track

LOCATION: South Westfield to Holyoke

LOCATION ON STATEWIDE MAP: D-6 to E-6

LENGTH OF LINE IN MILES: 11.4

NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Westfield, West Springfield, Holyoke

DATE ORIGINALLY OPENED: South Westfield-Westfield May 1855;
Westfield-Holyoke October 1871.

FREIGHT SERVICE: WWS-1 from West Springfield serves points
Westfield to Holyoke Monday, Wednesday, Friday.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: Potential coordination of Conrail and B&M service
at Holyoke

SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Lowell Secondary TrackLOCATION: Framingham Centre to End of Track, ChelmsfordLOCATION ON STATEWIDE MAP: K-5 to L-4LENGTH OF LINE IN MILES: 23.3NON-OPERATOR OWNERSHIP: South Sudbury to end of track, 18.6 miles is owned by Penn Central Company and leased to the Commonwealth.CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Framingham, Sudbury, Concord, Acton, ChelmsfordDATE ORIGINALLY OPENED: October 1871FREIGHT SERVICE: WNR-10 from Framingham serves points to Chelmsford Saturday only. WNR-22 from Framingham serves points to Chelmsford as needed. Segment between South Sudbury and Chelmsford is served by Conrail as designated operator for the Commonwealth.PASSENGER SERVICE:
NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Hyannis Secondary TrackLOCATION: Canal Junction to End of Track, HyannisLOCATION ON STATEWIDE MAP: P-9 to R-10LENGTH OF LINE IN MILES: 23.6NON-OPERATOR OWNERSHIP: Sandwich to End of Track, 15.9 miles, is owned by the MBTA.CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Bourne, Sandwich, Yarmouth, BarnstableDATE ORIGINALLY OPENED: Buzzards Bay-Sandwich May 1848; Sandwich-Hyannis July 1854; Track relocated between Buzzards Bay and Bourne date in conjunction with Canal construction in 1912.FREIGHT SERVICE: Service Monday and Wednesday by train WNH-1 from Middleboro. Segment between Sandwich and Hyannis is served by Conrail as designated operator for the Commonwealth.PASSENGER SERVICE: None at present. Line would be included in possible future passenger service between Cape Cod and New York or Boston.ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Milford Secondary TrackLOCATION: Franklin Junction to End of Track, MilfordLOCATION ON STATEWIDE MAP: K-7 to K-6LENGTH OF LINE IN MILES: 9.1NON-OPERATOR OWNERSHIP: NoneCITIES AND TOWNS IN WHICH LOCATED: (excluding other states)
Franklin, Bellingham, MilfordDATE ORIGINALLY OPENED: Franklin Jct.-Bellingham Jct. Aug. 1883;
Bellingham Jct.-Milford Aug. 1868.FREIGHT SERVICE: WNR-22 from Framingham serves points Franklin
Jct. to Milford Monday, Wednesday, FridayPASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:SYSTEM: Consolidated Rail Corporation (Conrail)NAME OF LINE: Milton Secondary TrackLOCATION: Milton Switch (South Boston) to MiltonLOCATION ON STATEWIDE MAP: M-5 to M-6LENGTH OF LINE IN MILES: 6.5NON-OPERATOR OWNERSHIP: Milton Switch to Neponset (4.6 miles)
is owned by the NBTA.CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)
Boston, MiltonDATE ORIGINALLY OPENED: Milton Switch-Southampton St. ca. 1925;
Southampton Street-Columbia Road 1898; Columbia Road-
Neponset Nov. 1845. (Tracks have been relocated several
times). Neponset to Milton Dec. 1847.FREIGHT SERVICE: Service as needed by switcher from
South Boston Freight Terminal.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Nantasket Secondary Track
LOCATION: Braintree to End of Track, Hingham
LOCATION ON STATEWIDE MAP: M-6 to N-6
LENGTH OF LINE IN MILES: 8.4
NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Braintree, Weymouth, Hingham

DATE ORIGINALLY OPENED: January 1849

FREIGHT SERVICE: WNSB-13 from S. Braintree serves points to West Hingham as needed. Line is out of service between Mile 6.5, West Hingham and End of Track.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Newport Secondary Track
LOCATION: Myricks, MA to Newport, R.I. (to Fall River in Massachusetts)
LOCATION ON STATEWIDE MAP: M-8 to L-9
LENGTH OF LINE IN MILES: 30.3
NON-OPERATOR OWNERSHIP: Mile 21.5 (Portsmouth, R.I.) to Newport owned by State of Rhode Island.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Berkley, Lakeville, Freetown, Fall River

DATE ORIGINALLY OPENED: Myricks-Fall River June 1845; Fall River-Newport Feb. 1864.

FREIGHT SERVICE: WNNI-1 from Middleboro serves points Myricks to Tiverton Tue and Thu. Freight service temporarily suspended south of Tiverton, R.I. pending bridge repairs. Conrail is designated operator of freight service on Rhode Island owned segment.

PASSENGER SERVICE:

None in Massachusetts. Excursion service during summer months between Newport and Melville, R.I. Operated by Old Colony-Newport Railway.

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: North Adams Secondary Track

LOCATION: CP 148 (North Adams Jct.) to North Adams

LOCATION ON STATEWIDE MAP: B-4 to C-3

LENGTH OF LINE IN MILES: 18.5

NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Pittsfield, Lanesboro, Cheshire, Adams, North Adams

DATE ORIGINALLY OPENED: December 1846

FREIGHT SERVICE: WNPI-8 from Pittsfield serves points to
North Adams Monday through Friday

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Plymouth Secondary Track

LOCATION: South Braintree to Plymouth

LOCATION ON STATEWIDE MAP: M-6 to P-8

LENGTH OF LINE IN MILES: 25.9

NON-OPERATOR OWNERSHIP: Entire line is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Braintree, Weymouth, Abington, Whitman, Hanson, Halifax,
Plympton, Hingston, Plymouth.

DATE ORIGINALLY OPENED: November 1845

FREIGHT SERVICE: WNSB-14 from Braintree serves points to Plymouth
Monday, Wednesday, Friday; serves points to
North Abington Tuesday, Thursday.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Randolph Secondary TrackLOCATION: Braintree Highlands to End of Track, RandolphLOCATION ON STATEWIDE MAP: M-6LENGTH OF LINE IN MILES: 2.5NON-OPERATOR OWNERSHIP: NoneCITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Braintree, Randolph

DATE ORIGINALLY OPENED: September 1866FREIGHT SERVICE: WWSR-14 from Braintree serves points on line Monday through Friday. Line is out of service between mile 1.0 and End of Track (1.5 miles)PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: South Boston Freight Terminal BranchLOCATION: South Bay to Boston Freight TerminalLOCATION ON STATEWIDE MAP: M-5LENGTH OF LINE IN MILES: 0.6NON-OPERATOR OWNERSHIP:CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Boston

DATE ORIGINALLY OPENED: January, 1855 (Not operated 1859-1866)FREIGHT SERVICE: (9/80) WNR-4 from Readville serves line Monday, Wednesday, Friday. Additional switchers based at South Boston.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: South Dennis Secondary Track

LOCATION: Yarmouth to End of Track, South Dennis

LOCATION ON STATEWIDE MAP: Q-9 to R-9

LENGTH OF LINE IN MILES: 5.8

NON-OPERATOR OWNERSHIP: Entire line is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Yarmouth, Dennis

DATE ORIGINALLY OPENED: December 1865

FREIGHT SERVICE: WNMI-1 from Middleboro serves points Yarmouth to S. Dennis Monday and Wednesday. Line is served by Conrail as designated operator for the Commonwealth.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Watuppa Secondary Track

LOCATION: Nash Road (New Bedford) to Watuppa (Fall River)

LOCATION ON STATEWIDE MAP: M-9

LENGTH OF LINE IN MILES: 12.1

NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
New Bedford, Dartmouth, Westport, Fall River

DATE ORIGINALLY OPENED: December 1875

FREIGHT SERVICE: WNMI-2 from Middleboro serves points Nash Road to Watuppa Monday, Wednesday, Friday. Line is out of service between Mile 11.4 and Watuppa (0.7 miles)

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: West Hanover Secondary Track

LOCATION: North Abington to End of Track, West Hanover

LOCATION ON STATEWIDE MAP: M-9 to L-9

LENGTH OF LINE IN MILES: 3.6

NON-OPERATOR OWNERSHIP: Line is owned by Penn Central Company and leased to the Commonwealth.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Abington, Rockland, Hanover

DATE ORIGINALLY OPENED: July 1868

FREIGHT SERVICE: NYSR-14 from South Braintree serves points on West Hanover Secondary Tuesday, Thursday. Freight service is provided by Conrail as designated operator for the Commonwealth.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Athol Industrial TrackLOCATION: Athol Junction to LudlowLOCATION ON STATEWIDE MAP: E-6LENGTH OF LINE IN MILES: 5.36NON-OPERATOR OWNERSHIP: NoneCITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Springfield, LudlowDATE ORIGINALLY OPENED: December 1873FREIGHT SERVICE: MNMS-6 and MNMS-4 from West Springfield
serve branch except Sunday.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Dean Street Industrial TrackLOCATION: Weir Junction (Taunton) to Longmeadow Street
(Not labeled)LOCATION ON STATEWIDE MAP: M-8LENGTH OF LINE IN MILES: 1.5NON-OPERATOR OWNERSHIP: NoneCITIES and TOWNS IN WHICH LOCATED: (excluding other states)
TauntonDATE ORIGINALLY OPENED: September 1866FREIGHT SERVICE: WMJ-1 from Middleboro serves line as needed
Tuesday, ThursdayPASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: East Boston Industrial Track (formerly part of
Grand Junction Secondary Track)

LOCATION: Curtis Street to East Boston Piers

LOCATION ON STATEWIDE MAP: M-5

LENGTH OF LINE IN MILES: 1.74

NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Boston

DATE ORIGINALLY OPENED: 1852 (intermittent operation 1857-1867)
Grade lowered 1906.

FREIGHT SERVICE: Served as needed by Conrail switcher from Beacon
Park via Grand Junction Secondary Track and
B&M Eastern Route and East Boston Branch.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Dighton Industrial Track

LOCATION: Weir Junction (Taunton) to Weir Village Industrial
Area.

LOCATION ON STATEWIDE MAP: M-8 (Not labeled)

LENGTH OF LINE IN MILES: 1.1

NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Taunton

DATE ORIGINALLY OPENED: September 1866

FREIGHT SERVICE: WNM1-1 from Middleboro serves line as needed
Tuesday, Thursday

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Fenway Industrial Truck (formerly part of Highland Branch)

LOCATION: Brookline Junction to Park Drive

LOCATION ON STATEWIDE MAP: M-5

LENGTH OF LINE IN MILES: 0.3

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Roston

DATE ORIGINALLY OPENED: 1847

FREIGHT SERVICE: Served as needed by switcher from Beacon Park

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: Serves Sears, Roebuck

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Holyoke Horn Industrial Track

LOCATION: Holyoke Secondary Track Mile 10.9 to Industrial area along Connecticut River

LOCATION ON STATEWIDE MAP: R-6 (Not labeled)

LENGTH OF LINE IN MILES: 2.4

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Holyoke

DATE ORIGINALLY OPENED: 1879

FREIGHT SERVICE: WNWS-1 from West Springfield serves line Mon-Wed-Fri.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Lancaster Mills Industrial Track

LOCATION: Lancaster Branch Junction-Colonial Press

LOCATION ON STATEWIDE MAP: J-5 (Not Labeled)

LENGTH OF LINE IN MILES: 1.6

NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Clinton

DATE ORIGINALLY OPENED: 1876

FREIGHT SERVICE: Service as needed by WNFRI-10 from Framingham

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Marion Pit Track

LOCATION: Tremont to Gravel Pit

LOCATION ON STATEWIDE MAP: N-9 (Not Labeled)

LENGTH OF LINE IN MILES: 2.4

NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Wareham

DATE ORIGINALLY OPENED: October 1854

FREIGHT SERVICE: Service as needed by WNH-1 from Middleboro

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Newton Highlands Industrial Track (formerly Highland Branch)

LOCATION: Conrail Riverside Station to MBTA Riverside Station

LOCATION ON STATEWIDE MAP: L-5 (Not labeled)

LENGTH OF LINE IN MILES: 0.2

NON-OPERATOR OWNERSHIP: Entire line is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Newton

DATE ORIGINALLY OPENED: August 1886

FREIGHT SERVICE: Served as required by switcher from Beacon Park

PASSENGER SERVICE:

None

ANNUAL FREIGHT DENSITY

(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: Used exclusively for delivery of materials and equipment to MBTA.

SYSTEM : Consolidated Rail Corporation (Conrail)

NAME OF LINE: Saxonville Industrial Track

LOCATION: Natick to Saxonville

LOCATION ON STATEWIDE MAP: L-6 to K-5

LENGTH OF LINE IN MILES: 3.7

NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Natick, Framingham

DATE ORIGINALLY OPENED: 1846

FREIGHT SERVICE: WNH-1 from Beacon Park serves line Monday through Saturday. Line is out of service Cochrutuate to Saxonville (1.2 miles)

PASSENGER SERVICE:

None

ANNUAL FREIGHT DENSITY

(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: Ware River Industrial TrackLOCATION: Palmer to Mile 1.6LOCATION ON STATEWIDE MAP: F-6LENGTH OF LINE IN MILES: 1.6NON-OPERATOR OWNERSHIP:CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Palmer

DATE ORIGINALLY OPENED: July 1870FREIGHT SERVICE: Conrail uses line for interchange with Central Vermont Railway. Mass. Central Railroad uses line to reach Palmer Yard Tuesday, Thursday, Saturday.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:SYSTEM : Consolidated Rail Corporation (Conrail)NAME OF LINE: West Quincy Industrial TrackLOCATION: Braintree to Quincy Patriot LedgerLOCATION ON STATEWIDE MAP: M-6LENGTH OF LINE IN MILES: 0.9NON-OPERATOR OWNERSHIP:Braintree to Washington St., MBTA.
Washington St., to End of Track private.CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Braintree, Quincy

DATE ORIGINALLY OPENED: Braintree to Washington St. November 1845;
Balance June 1876.FREIGHT SERVICE: Served by switcher from South Braintree Yard as needed.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

APPENDIX C

Detailed Description of Boston and Maine Corporation Routes

INTRODUCTION

A general description of the Boston and Maine Corporation (B&M) system in Massachusetts is presented in Section C of Chapter II. This system is depicted on Map II-3. Appendix C provides further information about each of the B&M lines in the Commonwealth. Lines have been categorized as Main Lines, Branches, or Former Branches, according to their designation by the B&M . This terminology differs somewhat from that used by Conrail. On the B&M , Main Lines are generally long routes with through freight service, and branch lines are feeders to Main Lines. Because of changing traffic patterns, however, certain Main Lines now have branch line characteristics, and certain Branch Lines have Main Line characteristics. Because of their traffic characteristics, the Lowell Branch and the Stony Brook Branch are listed as Main Lines in the tables. The category of Former Branch line on the B&M is quite similar to that of Industrial Track on the Conrail system, explained more fully in the introduction to Appendix B.

The information listed for each B&M Line in the tables below follows the same format used for Conrail lines. An explanation appears at the end of the introduction to Appendix B.

LIST OF LINES DESCRIBED IN APPENDIX C

	<u>Pages</u>
I. <u>Main Lines</u>	
Connecticut River Route	C-4
Eastern Route	C-4
Fitchburg Route	C-5
New Hampshire Route	C-6
Western Route	C-7
Worcester Route	C-8
East Deerfield Loop	C-8
Lowell Branch	C-9
Stony Brook Branch	C-9
II. <u>Branch Lines</u>	
Bemis	C-10
Billerica	C-10
Chicopee Falls	C-11
Easthampton	C-11
Gloucester	C-12
Greenville	C-12
Hampton	C-13
Hollis	C-13
M. and L.	C-14
Medford	C-14
Monadnock	C-15
Newburyport	C-15
Salem and Danvers	C-16
Saugus	C-16
Stoneham	C-17
Watertown	C-17
Wilmington Junction	C-18
Woburn	C-18

	<u>Pages</u>
III. <u>Industrial Tracks and Former Branch Lines</u>	
Amesbury	C-19
Central Massachusetts	C-19
East Boston	C-20
Freight Cut-Off	C-20
Georgetown	C-21
Heywood	C-21
Hoosac Docks	C-22
Lowell Secondary (Part)	C-22
Lowell and Lawrence	C-23
Machine Shop	C-23
Marblehead	C-23
Mystic	C-24
South Reading	C-24
Tewksbury	C-25
Turners Falls	C-25
Waterville	C-26
Westover Air Force Base	C-26
Woburn Loop	C-27
Worcester	C-27

SYSTEM: Boston and Maine Corporation

NAME OF LINE: Eastern Route Main Line

LOCATION: Boston to Newburyport

LOCATION ON STATEWIDE MAP: M-5 to N-2

LENGTH OF LINE IN MILES: 37.27

NON-OPERATOR OWNERSHIP: Entire line is owned by the MBTA.

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)
Boston, Somerville, Everett, Chelsea, Revere, Saugus, Lynn, Swampscott, Salem, Beverly, Wenham, Hamilton, Ipswich, Rowley, Newbury, Newburyport

DATE ORIGINALLY OPENED: Revere-Salem Aug. 1838; Salem-Ipswich December 1839; Ipswich-Newburyport Aug. 1840; Revere-Boston April 1854; (Trains ran to East Boston 1838-1854).

THROUGH FREIGHT SERVICE:
SAED Ex. Sat. Salem to East Deerfield, On Eastern Route Salem to Somerville.
EDSA Ex. Sat. reverse of SAED

LOCAL FREIGHT SERVICE:
Switcher From Salem serves Salem to Newburyport Tue and Fri
Switcher from Salem serves Salem to Lynn Mon thru Fri
Switcher from Boston serves Boston to Lynn

PASSENGER SERVICE:
Daily commuter service operated by B&M under contract with MBTA between Boston and Ipswich, and between Boston and Rockport traversing Eastern Route between Boston and Revere. See Appendix E for additional details.

ANNUAL FREIGHT DENSITY (Million Gross Tons):
Boston-Chelsea 1.24; North of Chelsea 0.84 or less.

SYSTEM: Boston and Maine Corporation

NAME OF LINE: Connecticut River Route Main Line

LOCATION: Springfield, Mass. to White River Junction, Vermont (Springfield to East Northfield in Massachusetts)

LOCATION ON STATEWIDE MAP: E-7 to F-3

LENGTH OF LINE IN MILES: 123.19, of which approximately 49.7 miles are in Massachusetts.

NON-OPERATOR OWNERSHIP: 19.7 miles in Vermont are owned by Central Vermont Railway and used by B&M under a trackage agreement.

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)
Springfield, Chicopee, Holyoke, South Hadley, Northampton, Hatfield, Whately, Deerfield, Greenfield, Bernardston, Northfield.

DATE ORIGINALLY OPENED: Springfield-Chicopee Feb. 1845; to Northampton Dec. 1845; to Deerfield Aug. 1846; to Greenfield Nov. 1846. To state line 1848.

THROUGH FREIGHT SERVICE:
SPCV Daily Springfield to White River Junction
CVSP Daily Reverse of SPCV
EDSP/SPED Daily East Deerfield to Springfield and return
EDWH Ex. Sun. East Deerfield-Whitefield, N.H.
WHED Ex. Mon. Reverse of EDWH

LOCAL FREIGHT OPERATIONS: ED-1 Ex. Sat.-Sun from East Deerfield serves points between East Northfield and Springfield.

PASSENGER SERVICE: AMTRAK Montrealer traverses route daily each way enroute between Washington D.C. and Montreal P.Q. Stops at Springfield and Northampton, MA. (See appendix F for additional details).

ANNUAL FREIGHT DENSITY (Million Gross Tons):
Springfield Holyoke 5.49.
Holyoke-Deerfield Jct. 6.09; Greenfield-East Northfield 8.26.

SYSTEM:

Boston and Maine Corporation

NAME OF LINE:

Fitchburg Route Main Line

LOCATION:

Boston, MA to Rotterdam Junction, New York.
(Boston to Williamstown in Mass.)

LOCATION ON STATEWIDE MAP:

M-5 to B-3

LENGTH OF LINE IN MILES:

209.11, of which 149.5 miles are in Massachusetts.

NON-OPERATOR OWNERSHIP:

Boston to Fitchburg, 49.6 miles is owned by the MBTA. Fitchburg to Greenfield is owned by Vermont and Massachusetts Railroad and leased to the B&M.

CITIES AND TOWNS IN WHICH LOCATED:

(excluding other states)

Boston, Somerville, Cambridge, Belmont, Waltham, Weston, Lincoln, Concord, Acton, Boxboro, Littleton, Ayer, Shirley, Lunenburg, Icominster, Fitchburg, Westminster, Ashburnham, Gardner, Templeton, Royalston, Athol, Orange, Erving, Montague, Deerfield, Greenfield, Conway, Buckland, Charlemont, Rowe, Florida, North Adams, Williamstown.

DATE ORIGINALLY OPENED:

Charlestown-West Cambridge 1842; to Waltham Dec. 1843; to Concord June 1844; to S. Acton October 1844; to Shirley Dec. 1844; to Fitchburg October 1845; to Wadsworthville Oct. 1847; to Athol Jan. 1848; to Millers Falls Dec. 1848; to Greenfield 1850. To Hoosac Tunnel 1868; Tunnel - April 1875; West Portal to State Line 1859.

THROUGH FREIGHT SERVICE:

POME-A Daily Portland, Me. to Mechanicville N.Y. on Fitchburg Route Willows (Ayer) to Mechanicville

POME-B Daily Same route as POME-A

MEPO-A Daily Reverse trip of POME-A

MEPO-B Daily Reverse trip of POME-B

POED Ex. Sun. Portland, Me. to East Deerfield- on Fitchburg route Willows-East Deerfield.

EDPO Ex. Sun. Reverse trip of POED.

LANE Ex. Mon and Tue Lawrence, MA. - Mechanicville, N.Y. on Fitchburg Route Willows-Mechanicville.

MEIA Ex. Sun. and Mon. Reverse trip of LANE.

BOSE Daily Boston, MA to Mechanicville, N.Y. On Fitchburg route Willows-Mechanicville.

MEBO Daily Reverse trip of BOSE.

SAED Ex. Sat. Salem, MA to East Deerfield, MA. On Fitchburg route Willows-East Deerfield.

EDSA Ex. Sat. Reverse trip of SAED.

COED Ex. Sat. Concord, N.H. to East Deerfield, MA. On Fitchburg route Willows-East Deerfield.

EDCO Ex. Sat. Reverse trip of COED.

LOCAL FREIGHT OPERATIONS:

AY-1 Ex. Sun. from Ayer, serves points between Fitchburg and South Acton.

ED-2 Mon-Wed-Fri from East Deerfield serves points to East Gardner.

ED-3 Tue-Thu-Sat. from East Deerfield serves points to Hoosick Jct., N.Y.

FI-1 Ex. Sat & Sun from Fitchburg serves points between South Acton and Gardner.

FI-2 Mon-Wed-Fri from Fitchburg serves points to Athol.

WO-1 Ex. Sun. from Worcester serves Fitchburg route between Ayer and Fitchburg.

BO-1 Ex. Sat. and Sun from Boston serves points to Ayer.

BO-2 Ex. Sat. and Sun from Boston serves points to Hastings.

PASSENGER SERVICE: Daily commuter service operated by B&M under contract with MBTA between Boston and Gardner. See Appendix E for additional details.

ANNUAL FREIGHT DENSITY (Million Gross Tons)(1979):

Vermont Line - Shelburne Falls	18.00-18.04
Shelburne Falls-East Deerfield	19.00
East Deerfield-Fitchburg	19.15-19.68
Fitchburg-Ayer	18.84
Ayer-Boston	3.42 (prior to diversion to New Hampshire route)

SYSTEM:

Boston and Maine Corporation

NAME OF LINE:New Hampshire Route Main Line
(Boston to Tyngsborough in Massachusetts)LOCATION:

Boston to White River Jct., VT.

LOCATION ON STATEWIDE MAP:

N-5 to K-3

LENGTH OF LINE IN MILES:142.92 of which 34.1 miles are in
Massachusetts.NON-OPERATOR OWNERSHIP:Boston to N.H. state line is owned by
the MBTA.CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)Boston, Somerville, Medford, Winchester, Woburn,
Wilmington, Ballerica, Lowell, Chelmsford, Tyngsborough.DATE ORIGINALLY OPENED:Boston to Lowell June 1835; Lowell to
Nashua, N.H. Oct. 1838; (Boston to Mystic Junction,
1.85 miles, relocated 1927)THROUGH FREIGHT SERVICE:DORO/BODO Ex. Fri & Sat. Dover, N.H.-Boston and return.
On N.H. Route Wilmington-Mystic Jct.BOSE Daily Boston, MA Mechanicville, N.Y.
On N.H. Route Mystic Jct.-North Chelmsford.

MEBO Daily Reverse trip of BOSE.

SAED Ex. Sat. Salem, MA - East Deerfield, MA.
On N.H. Route Mystic Jct.-North Chelmsford.

EDSA Ex. Sat. Reverse trip of SAED.

COED Ex. Sat. Concord, N.H.-East Deerfield, MA.
On N.H. Route Concord-North Chelmsford.

EDCO Ex. Sat. Reverse trip of COED.

The following through freight runs on the New Hampshire
route Lowell to North Chelmsford (See Fitchburg Route for
further details):

POME-A, POME-B, MEPO-A, MEPO-B, POED, EDPO,
LAME, MELA.LOCAL FREIGHT OPERATIONS:

BO-4 Ex. Sat & Sun from Mystic Terminal serves
points to Lowell.
W1-1 Ex. Sat & Sun from Wilmington serves points
between Boston and Lowell.
MA-1 Ex. Sat & Sun from Manchester, N.H. serves
points between Lowell and Concord, N.H.
NA-1 Tue, Thu, Sat. from Nashua, N.H. serves
points to Winchester.

PASSENGER SERVICE: Daily commuter service operated by R&M
under contract with MBTA between Boston and Concord,
N.H. Weekday service between Boston and Woburn
traversing N.H. route between Boston and Winchester.
See Appendix E for additional details.

ANNUAL FREIGHT DENSITY: (Millions of Gross Tons)
(1979-prior to Diversion from Fitchburg Route)

Boston-Wilmington	0.88
Wilmington-Lowell	1.01;
Lowell-North Chelmsford	13.51
North Chelmsford-New Hampshire Line	3.15

SYSTEM: Boston and Maine Corporation

NAME OF LINE: Western Route Main Line

LOCATION: Boston, MA to Portland, ME.
(Boston to Haverhill in Massachusetts)

LOCATION ON STATEWIDE MAP: M-5 to M-2

LENGTH OF LINE IN MILES: 114.65 miles, of which 36.45 miles are in Massachusetts.

NON-OPERATOR OWNERSHIP: 2.93 miles in Maine owned by Portland Terminal Company. Boston to New Hampshire state line is owned by the NBTA.

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)

Boston, Somerville, Medford, Malden, Melrose, Wakefield, Reading, Wilmington, Andover, Lawrence, North Andover, Haverhill.

DATE ORIGINALLY OPENED:

Wilmington Junction-Andover Aug. 1836;
Andover-Bradford Oct. 1837; to Haverhill Dec. 1839;
to Kingston, N.H. Jan. 1840; Wilmington Junction-Boston 1845; (Trains routed to Boston via Wilmington 1836-1845); Line relocated Andover-North Andover 1848.

THROUGH FREIGHT SERVICE:

POME-A Daily Portland, ME.-Mechanicville, N.Y.
On Western Route Portland-Lowell, Jct., MA

POME-B Daily, Same route as POME-A.

MEPO-A Daily, Reverse trip of POME-A.

MEPO-B Daily, Reverse trip of POME-B.

POED Ex. Sun. Portland, Me.-East Deerfield, MA.
On Western Route Portland-Lowell Jct.

EDPO Ex. Sun Reverse trip of POED.

LAME Ex. Mon & Tue. Lawrence, MA-Mechanicville, N.Y.
On Western route Lawrence-Lowell, Jct.

MELA Ex. Sun & Mon. Reverse trip of LAME.

DOBO/RODO Ex. Fri & Sat. Dover, N.H.-Boston.
On Western route Dover-Wilmington Jct.

LOCAL FREIGHT OPERATIONS IN MASSACHUSETTS:

LA-1 Ex. Sat & Sun from Lawrence serves points to Oak Grove.

LO-1 Ex. Sat & Sun from Lowell serves points between Lowell Jct. and Oak Grove.

NOTE: Freight service officially abandoned between Wellington and Oak Grove.

PASSENGER SERVICE:

Daily commuter service operated by BGM under contract with NBTA between Boston and Haverhill.
See Appendix E for further details.

ANNUAL FREIGHT DENSITY: (Millions of Gross Tons) (1979)

Boston-Wilmington Jct. Under 1.0
Wilmington Jct.-Lowell Jct. 1.02
Lowell Jct.-Lawrence 11.13
Lawrence-New Hampshire Line 9.33

SYSTEM: Boston and Maine Corporation
NAME OF LINE: Worcester Route Main Line
LOCATION: Worcester to Ayer, MA.
LOCATION ON STATEWIDE MAP: J-6 to K-4
LENGTH OF LINE IN MILES: 28.01
NON-OPERATOR OWNERSHIP:
CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)
 Worcester, West Boylston, Sterling, Clinton,
 Lancaster, Harvard, Ayer
DATE ORIGINALLY OPENED: December 1848
FREIGHT SERVICE:
 AY-3 Ex. Sat & Sun from Ayer serves points to Worcester.
 WO-1 Ex. Sun from Worcester serves points to Ayer and
 beyond.
PASSENGER SERVICE: None
ANNUAL FREIGHT DENSITY: (Millions of Gross Tons)(1979)
 0.86

SYSTEM : Boston and Maine Corporation
NAME OF LINE: East Deerfield Loop
LOCATION: Deerfield Junction - East Deerfield West
LOCATION ON STATEWIDE MAP: E-4 (not labeled)
LENGTH OF LINE IN MILES: 1.04 miles
NON-OPERATOR OWNERSHIP:
CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
 Deerfield
DATE ORIGINALLY OPENED: 1906
FREIGHT SERVICE: Line is connecting track between Fitchburg
 Route and Connecticut River Route - Traversed by HSP/SPED
 and Ed-1.
PASSENGER SERVICE: None
ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): (1979) 3.08
NOTES:

SYSTEM: Boston and Maine Corporation

NAME OF LINE: Stony Brook Branch

LOCATION: Willows to North Chelmsford

LOCATION ON STATEWIDE MAP: K-4 to K-3

LENGTH OF LINE IN MILES: 10.86

NON-OPERATOR OWNERSHIP: Entire line is owned by Stony Brook Railroad Corporation and leased to the B&M.

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)

Ayer, Groton, Westford, Chelmsford

DATE ORIGINALLY OPENED: July 1848

THROUGH FREIGHT SERVICE:

All through freights listed under Fitchburg Route
Main line travel over the entire Stony Brook Branch.

LOCAL FREIGHT OPERATIONS:

AY-3 Ex. Sat & Sun from Ayer serves points to Lowell.
WO-1 Ex. Sun. from Worcester serves points to Lowell.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY: (Millions of Gross Tons) (1979 Before Ayer-Boston Diversion)

13.52

SYSTEM: Boston and Maine Corporation

NAME OF LINE: Lowell Branch

LOCATION: Lowell Junction to Bleachery (Lowell)

LOCATION ON STATEWIDE MAP: L-4 to L-3

LENGTH OF LINE IN MILES: 7.64

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)

Andover, Tewksbury, Lowell

DATE ORIGINALLY OPENED: December 1874

THROUGH FREIGHT SERVICE:

The following trains traverse the entire Lowell Branch:

POME-A Daily Portland, ME - Mechanicville, N.Y.

POME-B Daily same route as POME-A.

NEPO-A Daily reverse trip of POME-A.

NEPO-B Daily reverse trip of POME-B.

POED Ex. Sun. Portland, ME. - East Deerfield, MA

EDPO Ex. Sun. Reverse trip of POED.

LAME Ex. Mon & Tues. Lawrence, MA - Mechanicville, N.Y.

NELA Ex. Sun & Mon. Reverse trip of LAME.

LOCAL FREIGHT OPERATIONS:

Service except Saturday and Sunday from Lawrence by LA-1 and/or from Lowell by LO-1.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY: (Millions of Gross Tons) (1979)

9.65

<p><u>SYSTEM</u> : Boston and Maine Corporation</p> <p><u>NAME OF LINE</u>: Pemis Branch</p> <p><u>LOCATION</u>: Waltham to Hemis</p> <p><u>LOCATION ON STATEWIDE MAP</u>: L-5 (not labeled)</p> <p><u>LENGTH OF LINE IN MILES</u>: 1.81 miles</p> <p><u>NON-OPERATOR OWNERSHIP</u>:</p> <p><u>CITIES and TOWNS IN WHICH LOCATED</u>: (excluding other states)</p> <p>Waltham Watertown</p> <p><u>DATE ORIGINALLY OPENED</u>: December 1851</p> <p><u>FREIGHT SERVICE</u>: (9.80): Weekday service from Mystic terminal by BO-1 or BO-2</p> <p><u>PASSENGER SERVICE</u>: None</p> <p><u>ANNUAL FREIGHT DENSITY</u> (Million Gross Ton-Miles per Mile): Under 1.0</p> <p><u>NOTES</u>: B&M expects to abandon within three years.</p>	<p><u>SYSTEM</u> : Boston and Maine Corporation</p> <p><u>NAME OF LINE</u>: Billerica Branch</p> <p><u>LOCATION</u>: North Billerica to Billerica</p> <p><u>LOCATION ON STATEWIDE MAP</u>: L-4</p> <p><u>LENGTH OF LINE IN MILES</u>: 2.52 miles</p> <p><u>NON-OPERATOR OWNERSHIP</u>: Entire branch is owned by MBTA</p> <p><u>CITIES and TOWNS IN WHICH LOCATED</u>: (excluding other states)</p> <p>Billerica</p> <p><u>DATE ORIGINALLY OPENED</u>: April 1885</p> <p><u>FREIGHT SERVICE</u>: None</p> <p><u>PASSENGER SERVICE</u>: None</p> <p><u>ANNUAL FREIGHT DENSITY</u> (Million Gross Ton-Miles per Mile): Under 1.0</p> <p><u>NOTES</u>: B&M expects to abandon within three years.</p>
--	--

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Chicopee Falls Branch

LOCATION: Chicopee to Chicopee Falls

LOCATION ON STATEWIDE MAP: E-6

LENGTH OF LINE IN MILES: 2.31 miles

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Chicopee

DATE ORIGINALLY OPENED: 1845

FREIGHT SERVICE: Served by switcher from Chicopee.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Easthampton Branch

LOCATION: Mount Tom to Easthampton

LOCATION ON STATEWIDE MAP: E-5 to E-6

LENGTH OF LINE IN MILES: 3.31 miles

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Holyoke, Easthampton

DATE ORIGINALLY OPENED: 1872

FREIGHT SERVICE: Weekday service from East Deerfield by ED-1.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

Potential future service coordination project with Conrail
Florence Secondary Track at Easthampton.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Gloucester Branch

LOCATION: Beverly Junction to Rockport

LOCATION ON STATEWIDE MAP: N-4 to P-3

LENGTH OF LINE IN MILES: 35.33 miles

NON-OPERATOR OWNERSHIP: Entire Branch is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Beverly, Manchester, Gloucester, Rockport

DATE ORIGINALLY OPENED:

Beverly - Manchester August 1847; Manchester - Gloucester
December 1847; Gloucester - Rockport November 1861.

FREIGHT SERVICE: Switcher from Salem serves line Saturday only

PASSENGER SERVICE: Daily Commuter Service operated by B&M
under contract with MBTA between Boston and Rockport. See
Appendix E for additional details.

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Greenville Branch

LOCATION: Ayer to West Townsend, MA

LOCATION ON STATEWIDE MAP: J-4 to J-3

LENGTH OF LINE IN MILES: 11.69

NON-OPERATOR OWNERSHIP: Entire Branch is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Ayer, Groton, Townsend

DATE ORIGINALLY OPENED: January 1848

FREIGHT SERVICE: Service except Sunday from Ayer by AY-1

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: B&M expects to abandon within three years.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Hampton Branch and segment of former Eastern Route.

LOCATION: Portsmouth N.H. to Salisbury, MA and Salisbury-Newburyport, MA.

LOCATION ON STATEWIDE MAP: N-2

LENGTH OF LINE IN MILES: Hampton Branch 17.59 mi., of which less than 2 miles are in Massachusetts. Former Eastern Route 2.05 miles.

NON-OPERATOR OWNERSHIP: Newburyport to State Line is owned by the MBTA.

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)
Salisbury, Newburyport

DATE ORIGINALLY OPENED: Newburyport-State Line November 1840

FREIGHT SERVICE: None

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): NA

NOTES: B&M expects to abandon portion in Massachusetts shortly.

NAME OF LINE: Hollis Branch

LOCATION: Ayer, MA to Hollis, New Hampshire

LOCATION ON STATEWIDE MAP: J-4 to K-3

LENGTH OF LINE IN MILES: 11.68, of which less than one mile is outside Massachusetts

NON-OPERATOR OWNERSHIP:

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)
Ayer, Groton, Pepperell, Dunstable

DATE ORIGINALLY OPENED: December 1848

FREIGHT SERVICE: Service except Sunday from Ayer by AY-1 and/or from Worcester by WO-1

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Medford Branch

LOCATION: Wellington to Glenwood Ave.; Industrial track to
Mystic Valley Parkway

LOCATION ON STATEWIDE MAP: M-5

LENGTH OF LINE IN MILES: Medford Branch 0.92 miles; Industrial
track 0.8 miles

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Medford

DATE ORIGINALLY OPENED: Wellington-Medford Jct. 1845; Medford
Jct.-Glenwood Ave., March 1847;
Industrial track to Riverside Ave. pre 1895;
to Mystic Valley Parkway Ca. 1960.

FREIGHT SERVICE: Service as needed by switcher from Boston.
Industrial branch out of service south of Blake
Street.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: M and L Branch

LOCATION: Andover Street, Lawrence, MA to Manchester, NH
(Lawrence to Methuen in MA)

LOCATION ON STATEWIDE MAP: L-3

LENGTH OF LINE IN MILES: 27.17, of which 3.5 are in Mass.

NON-OPERATOR OWNERSHIP: All of line in Mass. is owned by the
MBTA

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Lawrence, Methuen

DATE ORIGINALLY OPENED: Lawrence to State Line 1848
State Line to Manchester Nov. 1849

FREIGHT SERVICE: Service ex. Sat. & Sun. from Lawrence by LA-1

PASSENGER SERVICE: None at present. Service between Boston
and Methuen on Branch is under study.

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: MBTA expects to abandon freight service on this line
within three years.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Monadnock Branch

LOCATION: South Ashburnham, MA to Jaffrey, N.H.

LOCATION ON STATEWIDE MAP: II-3

LENGTH OF LINE IN MILES: 17.39, of which 10.1 miles are in Mass.

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Ashburnham, Winchendon

DATE ORIGINALLY OPENED: South Ashburnham-Winchendon Sept. 1847;
Winchendon-Jaffrey Dec. 1870.

FREIGHT SERVICE:

Service Tuesday and Thursday from
Fitchburg by FI-2

PASSENGER SERVICE:

None

ANNUAL FREIGHT DENSITY

(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: B&M had identified line for abandonment within
three years, but has removed from this category.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Newburyport Branch

LOCATION: Wakefield Junction to Topsfield, Mass.
(formerly to Newburyport)

LOCATION ON STATEWIDE MAP: M-4 to M-3

LENGTH OF LINE IN MILES: 14.74

NON-OPERATOR OWNERSHIP:

Entire branch is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Wakefield, Lynnfield, Peabody, Danvers, Topsfield

DATE ORIGINALLY OPENED:

Danvers-Topsfield, 1854;
Wakefield Jct.-Danvers 1855.

FREIGHT SERVICE:

Switcher from Salem serves line Danvers to
Wakefield Center Monday through Friday.
LA-1 from Lawrence and/or LO-1 from Lowell
serve Wakefield Jct.-Wakefield Center Monday-
Friday. Danvers-Topsfield out of service.

PASSENGER SERVICE:

None

ANNUAL FREIGHT DENSITY

(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: B&M expects to abandon within three years.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Saugus Branch

LOCATION: Everett Junction to West Lynn

LOCATION ON STATEWIDE MAP: M-5 to M-6

LENGTH OF LINE IN MILES: 9.6

NON-OPERATOR OWNERSHIP: Entire branch is owned by the MBTA.

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)
 Everett, Malden, Revere, Saugus, Lynn

DATE ORIGINALLY OPENED: Green St., Malden to West Lynn Feb. 1853;
 Everett Jct. to Green St., Oct. 1855.
 (Originally connected with western route
 at Edgeworth.)

FREIGHT SERVICE: Served as needed by switcher from Boston.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
 (Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM: Boston and Maine Corporation

NAME OF LINE: Salem and Danvers Branches

LOCATION: Salem to Danvers and West Peabody to So. Middleton
 (linked by Newburyport Branch Danvers to West
 Peabody)

LOCATION ON STATEWIDE MAP: N-4, M-4

LENGTH OF LINE IN MILES: Salem-Danvers 5.09 mi; West Peabody
 to So. Middleton, 3.03 mi.

NON-OPERATOR OWNERSHIP: Both branches owned entirely by the MBTA.

CITIES AND TOWNS IN WHICH LOCATED: (excluding other states)
 Salem, Peabody, Danvers, Middleton

DATE ORIGINALLY OPENED: Salem to Peabody Jan. 1847;
 Peabody to Danvers 1848; West Peabody
 to South Middleton Aug. 1850.

FREIGHT SERVICE: Switcher from Salem serves line to Danvers
 Monday through Friday. West Peabody to
 South Middleton out of service.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
 (Million Gross Ton-Miles per Mile): Under 1.0

NOTES: B&M expects to abandon West Peabody to South Middleton
 within three years.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Stoneham Branch

LOCATION: Montvale to Stoneham

LOCATION ON STATEWIDE MAP: M-4

LENGTH OF LINE IN MILES: 2.34

NON-OPERATOR OWNERSHIP: Entire branch is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Woburn, Stoneham

DATE ORIGINALLY OPENED: 1863

FREIGHT SERVICE: Service except Saturday and Sunday from Boston via BO-4 and/or from Wilmington via WJ-1.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: B&M expects to abandon segment from Maple Street to Stoneham, 1.49 miles, within three years.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Watertown Branch

LOCATION: West Cambridge to West Watertown

LOCATION ON STATEWIDE MAP: L-5

LENGTH OF LINE IN MILES: 4.42

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Cambridge, Watertown

DATE ORIGINALLY OPENED: 1848

FREIGHT SERVICE: Weekday service from Mystic Terminal by BO-1.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: B&M expects to abandon this line within three years.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Wilmington Junction Branch (also called Wild Cat Branch)

LOCATION: Wilmington to Wilmington Junction

LOCATION ON STATEWIDE MAP: L-4

LENGTH OF LINE IN MILES: 2.99

NON-OPERATOR OWNERSHIP: Entire branch is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Wilmington

DATE ORIGINALLY OPENED: 1874. (Earlier railroad operated on similar route 1836-1845).

FREIGHT SERVICE: Through freight DOBO/BODW except Friday and Saturday Dover, N.H. to Boston and return traverses this line. Local freight W-1 except Saturday-Sunday traverses this line enroute to Lowell Junction.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Woburn Branch

LOCATION: Winchester to Woburn

LOCATION ON STATEWIDE MAP: N-4, L-4

LENGTH OF LINE IN MILES: 1.91.

NON-OPERATOR OWNERSHIP: Entire branch is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Winchester, Woburn

DATE ORIGINALLY OPENED: December 1844

FREIGHT SERVICE: Weekday service from Boston by RO-4 and/or from Wilmington by W1-1.

PASSENGER SERVICE: Weekday commuter service from Boston operated by B&M under contract with the MBTA. See Appendix E for further details.

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Former Amesbury Branch

LOCATION: Salisbury to Amesbury

LOCATION ON STATEWIDE MAP: N-2

LENGTH OF LINE IN MILES: 3.85 miles

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Salisbury, Amesbury

DATE ORIGINALLY OPENED:

January 1848

FREIGHT SERVICE:

None

PASSENGER SERVICE:

None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile):

NOTES:

B&M expects to abandon this line shortly.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Central Massachusetts Branch

LOCATION: Clematis Brook to Waltham North

LOCATION ON STATEWIDE MAP: I-5 (not labeled)

LENGTH OF LINE IN MILES: 1.47

NON-OPERATOR OWNERSHIP: Branch is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Waltham

DATE ORIGINALLY OPENED: October 1881

FREIGHT SERVICE: Served as needed by train BO-2 from Boston.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: Branch was abandoned Waltham North to Berlin, 21.6 miles
October 3, 1980

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Former East Boston Branch

LOCATION: Revere to Curtis Street, East Boston

LOCATION ON STATEWIDE MAP: M-5

LENGTH OF LINE IN MILES: 1.80

NON-OPERATOR OWNERSHIP: Line is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Revere, Boston

DATE ORIGINALLY OPENED: Aug. 1838. (Revere to Curtis Street abandoned 1905, reopened 1915.)

FREIGHT SERVICE: Service as needed by B&M switcher from Boston;
Conrail switcher from Beacon Park traverses
line enroute to East Boston as needed.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Freight Cut-Off

LOCATION: Somerville Junction to Willow Avenue; Alewife Brook Parkway to Hill Crossing.

LOCATION ON STATEWIDE MAP: M-5, L-5 (not labeled)

LENGTH OF LINE IN MILES: East End 0.57 miles; West End 1.0

NON-OPERATOR OWNERSHIP: Line is owned by the MBTA.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Somerville, Cambridge

DATE ORIGINALLY OPENED: Somerville Junction to Willow Avenue 1870;
Alewife to Hill Crossing 1881.

FREIGHT SERVICE: Served as needed by switchers from Boston.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: Connecting Link Willow Avenue to Alewife abandoned 1979 due to rapid transit construction.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Former Georgetown Branch

LOCATION: Bradford to Paper Mill

LOCATION ON STATEWIDE MAP:

LENGTH OF LINE IN MILES: 1.3

NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Haverhill

DATE ORIGINALLY OPENED: September 1851

FREIGHT SERVICE: Served as needed by switcher from
Haverhill.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Former Heywood Branch

LOCATION: Gardner to Heywood

LOCATION ON STATEWIDE MAP: II-4

LENGTH OF LINE IN MILES: 0.98

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Gardner

DATE ORIGINALLY OPENED: January 1874

FREIGHT SERVICE: Service as needed by switcher from
Gardner.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Former Hoosac Docks Branch

LOCATION: Eastern Route Main Line to Hoosac Pier

LOCATION ON STATEWIDE MAP: M-5 (not shown)

LENGTH OF LINE IN MILES: 0.6

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Boston

DATE ORIGINALLY OPENED: June 1839

FREIGHT SERVICE: Service as needed by switcher from
Boston (Hystic terminal)

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Part of Lowell Secondary Track

LOCATION: Lowell to Chelmsford

LOCATION ON STATEWIDE MAP: L-3 to L-4

LENGTH OF LINE IN MILES: 3.8

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Lowell, Chelmsford

DATE ORIGINALLY OPENED: October 1871

FREIGHT SERVICE: Lowell to Industrial Avenue served as needed
by switcher from Lowell. Remainder of line
out of service.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation
NAME OF LINE: Former Marblehead Branch
LOCATION: Castle Hill to Loring Avenue
LOCATION ON STATEWIDE MAP: N-4
LENGTH OF LINE IN MILES: 0.5
NON-OPERATOR OWNERSHIP:
CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Salem
DATE ORIGINALLY OPENED: December 1839
FREIGHT SERVICE: Served by switcher from Salem as needed.
PASSENGER SERVICE: None
ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0
NOTES:

SYSTEM : Boston and Maine Corporation
NAME OF LINE: Former Lowell and Lawrence Branch
LOCATION: South Lawrence to Glenn Street
LOCATION ON STATEWIDE MAP: L-3 (not shown)
LENGTH OF LINE IN MILES: 1.1
NON-OPERATOR OWNERSHIP: None
CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Lawrence
DATE ORIGINALLY OPENED: July 1848
FREIGHT SERVICE: Served as needed by switcher from Lawrence
PASSENGER SERVICE: None
ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0
NOTES:

SYSTEM : Boston and Maine Corporation
NAME OF LINE: Former Machine Shop Branch
LOCATION: Western Route Mainline to Elm Street
LOCATION ON STATEWIDE MAP: M-3
LENGTH OF LINE IN MILES: 0.5
NON-OPERATOR OWNERSHIP: None
CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
North Andover
DATE ORIGINALLY OPENED: 1848
FREIGHT SERVICE: None
PASSENGER SERVICE: None
ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile):
NOTES:

SYSTEM : Boston and Maine CorporationNAME OF LINE: Former Mystic BranchLOCATION: Eastern Route Main Line to Mystic WharfLOCATION ON STATEWIDE MAP: M-5 (Not shown)LENGTH OF LINE IN MILES: 1.6NON-OPERATOR OWNERSHIP:CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Boston

DATE ORIGINALLY OPENED: 1873FREIGHT SERVICE: Service as needed by switcher from Boston (Mystic terminal)PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:SYSTEM : Boston and Maine CorporationNAME OF LINE: Former South Reading BranchLOCATION: Peabody to First AvenueLOCATION ON STATEWIDE MAP: M-4LENGTH OF LINE IN MILES: 2.5NON-OPERATOR OWNERSHIP: NoneCITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Peabody

DATE ORIGINALLY OPENED: August 1850. (Mile 2.0-2.5 abandoned 1925, rebuilt ca. 1960)FREIGHT SERVICE: Switcher from Salem serves branch Monday through Friday.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Tewksbury Branch

LOCATION: Wamesit to Tewksbury

LOCATION ON STATEWIDE MAP: I-4 (not labeled)

LENGTH OF LINE IN MILES: 1.92

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Tewksbury

DATE ORIGINALLY OPENED: July 1848

FREIGHT SERVICE: None

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: The B&N expects to abandon this line within three years.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Former Turners Falls Branch

LOCATION: East Deerfield to Turners Falls

LOCATION ON STATEWIDE MAP: E-4

LENGTH OF LINE IN MILES: 4.13

NON-OPERATOR OWNERSHIP:

Line is owned by Vermont and
Massachusetts Railroad and leased to
RGM.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Deerfield, Montague

DATE ORIGINALLY OPENED: October 1881

FREIGHT SERVICE: Served by switcher from East Deerfield Yard
as needed.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES: The Boston and Maine Corporation expects to abandon
this branch within three years.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Westover Air Force Base Branch

LOCATION: Westover Railroad to former Westover Air Force Base

LOCATION ON STATEWIDE MAP: E-6

LENGTH OF LINE IN MILES: 7.1

NON-OPERATOR OWNERSHIP: Branch is owned by Industrial Park.

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Chicopee

DATE ORIGINALLY OPENED: 1941

FREIGHT SERVICE: Served by switcher from Chicopee as needed.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Former Waterville Branch

LOCATION: Winchendon to Waterville

LOCATION ON STATEWIDE MAP: H-3 to G-3

LENGTH OF LINE IN MILES: 2.0

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Winchendon

DATE ORIGINALLY OPENED: November 1873

FREIGHT SERVICE: Service Tuesday and Thursday by FI-2
from Fitchburg via Monadnock Branch.

PASSENGER SERVICE:

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile):

NOTES: This line was acquired by B&M from Penn Central
in 1968.

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Former Woburn Loop

LOCATION: North Woburn Junction to Woburn Line

LOCATION ON STATEWIDE MAP: L-4 (not labeled)

LENGTH OF LINE IN MILES:

NON-OPERATOR OWNERSHIP: None

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Wilmington, Woburn

DATE ORIGINALLY OPENED: November 1885

FREIGHT SERVICE: Service as needed by BO-4 from Boston or
WI-1 from Wilmington

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Boston and Maine Corporation

NAME OF LINE: Former Worcester Branch

LOCATION: Gardner Station to Union Street, Gardner

LOCATION ON STATEWIDE MAP: H-4

LENGTH OF LINE IN MILES: 0.75

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Gardner

DATE ORIGINALLY OPENED: September 1871

FREIGHT SERVICE:

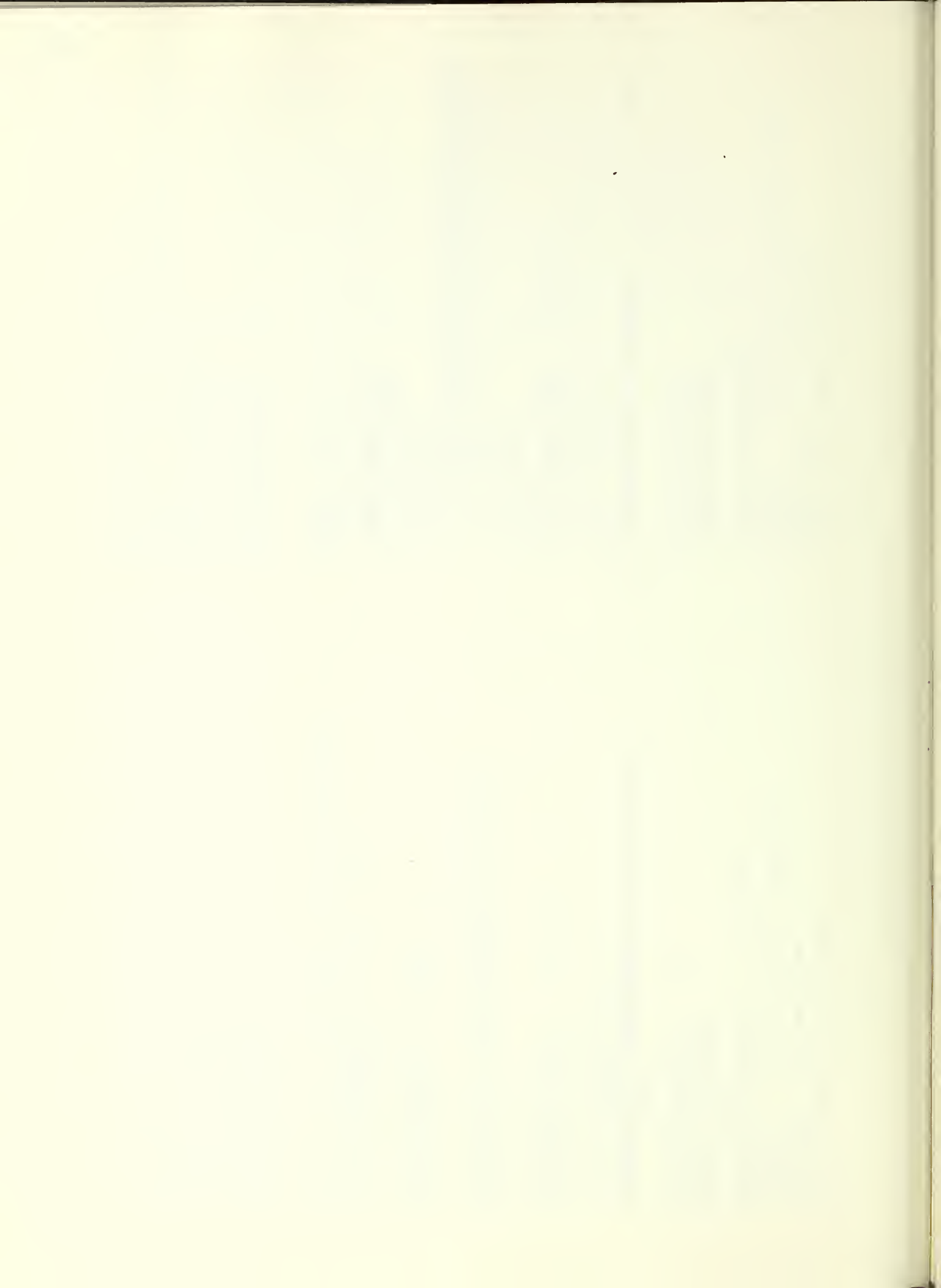
Switcher from Gardner serves line except Saturday.
Provides interchange with Providence and Worcester
Railroad Gardner Branch and serves Industrial sidings.

PASSENGER SERVICE:

None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 0.5

NOTES:



APPENDIX DDETAILED DESCRIPTIONS OF CLASS II AND III RAILROAD COMPANY ROUTESINTRODUCTION

General descriptions of the operations of the Class II and Class III Railroad Companies in Massachusetts are presented in Sections D through H of Chapter II. The routes of these companies are depicted on Map II-4. Appendix D provides further information about each line operated by these companies. The Central Vermont Railway, Inc., the Grafton and Upton Railroad, and the Fore River Railroad each operate only one line in the Commonwealth. The Providence and Worcester Company operates four lines in Massachusetts, and the Massachusetts Central currently operates three. Lines of each of these companies are described in descending order of traffic volume.

Information for lines operated by Class II and Class III railroads is presented in the same format used for Conrail lines. Further explanation of this format appears at the end of the introduction to Appendix B.

LIST OF LINES DESCRIBED IN APPENDIX D

	<u>Pages</u>
I. <u>Central Vermont Railway</u>	
Southern Division, Palmer Subdivision	D-3
II. <u>Providence and Worcester Railroad Company</u>	
Providence and Worcester Main Line	D-4
Norwich Branch	D-4
Gardner Branch	D-5
Southbridge Branch	D-5
III. <u>Massachusetts Central Railroad</u>	
Ware River Secondary Track	D-6
Ware Spur	D-6
Bondsville Branch	D-7
IV. <u>Grafton and Upton Railroad</u>	D-8
V. <u>Fore River Railroad</u>	D-8

SYSTEM : Central Vermont Railway
NAME OF LINE: Southern Division, Palmer Subdivision
LOCATION: Brattleboro Vt. to New London Ct.,
(E. Northfield to Monson in Massachusetts)
LOCATION ON STATEWIDE MAP:
LENGTH OF LINE IN MILES: F-3 to F-7
121.1 miles, of which 55 miles are in
Massachusetts
NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Northfield, Erving, Montague, Sunderland, Leverett,
Amherst, Belchertown, Palmer, Monson

DATE ORIGINALLY OPENED: Conn. State Line to Palmer, Sept. 1850;
Palmer to Amherst May 1853; Amherst
to Millers Fall 1867; Millers Falls
to Brattleboro Feb. 1850.

FREIGHT SERVICE: Train 561 traverses state Mon thru Fri enroute
between New London Ct. and Brattleboro Vt. Train 560 makes
reverse trip of train 561 Mon thru Fri. Train 560 runs
Brattleboro to Palmer and return as needed Saturday only.

PASSENGER SERVICE: AMTRAK Montrealer traverses this line between
Brattleboro and East Northfield daily each way. Rerouting of
Montrealer onto this line East Northfield to Palmer has been
proposed.

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): approximately 3.0

NOTES:

SYSTEM :

Providence and Worcester Railroad

NAME OF LINE:

Providence and Worcester Main Line

LOCATION:Worcester, MA to Providence, R.I.
(Worcester to Blackstone in Massachusetts)LOCATION ON STATEWIDE MAP:

J-6 to K-7

LENGTH OF LINE IN MILES:42.8 miles, of which 25.6 are in
MassachusettsNON-OPERATOR OWNERSHIP:CITIES and TOWNS IN WHICH LOCATED: (excluding other states)Worcester, Millbury, Sutton Grafton, Northbridge,
Uxbridge, Millville, BlackstoneDATE ORIGINALLY OPENED:

October 1847

FREIGHT SERVICE: Train XM-1 runs Worcester to Pawtucket Monday
through Friday, serving intermediate points. Train PG-2
runs Valley Falls to Worcester and return Sunday through
Friday, serving intermediate points.PASSENGER SERVICE:

None

ANNUAL FREIGHT DENSITY

(Million Gross Ton-Miles per Mile): 3.53

NOTES:SYSTEM :

Providence and Worcester Railroad

NAME OF LINE:

Norwich Branch

LOCATION:Worcester, MA to Groton, Ct. (Worcester to
Webster in Massachusetts)LOCATION ON STATEWIDE MAP:

J-6 to H-7

LENGTH OF LINE IN MILES:70.4, of which 17.3 miles are in
MassachusettsNON-OPERATOR OWNERSHIP:CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Worcester, Auburn, Oxford, Webster

DATE ORIGINALLY OPENED: Worcester to Norwich Ct., March 1840FREIGHT SERVICE: Train XM-3 from Worcester serves to Auburn Sunday
through Thursday. Train XM-5 from Worcester serves points to
Auburn Monday through Friday. Train XC-8 from Plainfield, Ct.
serves points to Oxford, MA Monday through Friday and Saturday if
needed. Train CW-4 runs through from Plainfield, Ct. to Worcester
Monday through Thursday and runs through from Plainfield to Gardner,
MA Sunday and Friday.PASSENGER SERVICE: NoneANNUAL FREIGHT DENSITY

(Million Gross Ton-Miles per Mile): 1.79

NOTES:

<u>SYSTEM :</u>	Providence and Worcester Railroad	<u>SYSTEM :</u>	Providence and Worcester Railroad
<u>NAME OF LINE:</u>	Gardner Branch	<u>NAME OF LINE:</u>	Southbridge Branch
<u>LOCATION:</u>	South Worcester to Union St., Gardner	<u>LOCATION:</u>	Webster to Southbridge MA
<u>LOCATION ON STATEWIDE MAP:</u>	J-6 to H-4	<u>LOCATION ON STATEWIDE MAP:</u>	H-7 to G-7
<u>LENGTH OF LINE IN MILES:</u>	25.4	<u>LENGTH OF LINE IN MILES:</u>	11.1, of which 7.7 miles are in Massachusetts.
<u>NON-OPERATOR OWNERSHIP:</u>	South Worcester to Barber, 2.92 miles, is owned by Boston and Maine Corporation and used by PQW under a trackage agreement	<u>NON-OPERATOR OWNERSHIP:</u>	
<u>CITIES and TOWNS IN WHICH LOCATED: (excluding other states)</u>	Worcester, Holden, Princeton, Hubbardston, Gardner	<u>CITIES and TOWNS IN WHICH LOCATED: (excluding other states)</u>	Webster, Dudley, Southbridge
<u>DATE ORIGINALLY OPENED:</u>	South Worcester to Barber, December 1848; Barber to Gardner, September 1871.	<u>DATE ORIGINALLY OPENED:</u>	February 1867
<u>FREIGHT SERVICE:</u>	Train XM-5 from Worcester runs South Worcester-Gardner and return Monday through Thursday, serving intermediate points. Train CM-4 from Plainfield, CT runs South Worcester to Gardner and Return Sunday and Friday serving intermediate points.	<u>FREIGHT SERVICE:</u>	Train XC-8 Plainfield, CT provides service Monday through Friday.
<u>PASSENGER SERVICE:</u>	None	<u>PASSENGER SERVICE:</u>	None
<u>ANNUAL FREIGHT DENSITY</u> (Million Gross Ton-Miles per Mile):	0.48	<u>ANNUAL FREIGHT DENSITY</u> (Million Gross Ton-Miles per Mile):	Under 1.0
<u>NOTES:</u>		<u>NOTES:</u>	

SYSTEM : Massachusetts Central Railroad

NAME OF LINE: Ware River Secondary Track

LOCATION: Palmer to South Barre

LOCATION ON STATEWIDE MAP: F-6 to G-5

LENGTH OF LINE IN MILES: 25.0

NON-OPERATOR OWNERSHIP: Palmer to Mile 1.6 Conrail; Mile 1.6 to South Barre-Penn Central Corp. (leased to the Commonwealth)

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Palmer, Ware, New Braintree, Hardwick, Barre

DATE ORIGINALLY OPENED:

Palmer to Gilbertville July 1870;
Gilbertville to South Barre,
November 1873.

FREIGHT SERVICE: Local freight service between Ware and Palmer Tuesday, Thursday and Saturday. Service between Ware and Gilbertville Tuesday and Thursday. Service between Ware and South Barre Tuesday and Thursday as needed. All trains originate at Ware, but will originate from Palmer in 1981.

PASSENGER SERVICE:

None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Massachusetts Central Railroad

NAME OF LINE: Ware Spur

LOCATION: Ware Yard to Ludlow Corporation

LOCATION ON STATEWIDE MAP: F-6 (Not labeled)

LENGTH OF LINE IN MILES: 0.7

NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)

Ware

DATE ORIGINALLY OPENED: December 1887

FREIGHT SERVICE: Local freight service to Palmer Tuesday, Thursday, and Saturday

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Massachusetts Central Railroad
NAME OF LINE: Bondsville Branch
LOCATION: Forest Lake Junction to Bondsville
LOCATION ON STATEWIDE MAP: F-6
LENGTH OF LINE IN MILES: 3.3
NON-OPERATOR OWNERSHIP: Line to be acquired by Commonwealth
of Massachusetts From Boston and Maine Corporation.
CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
Palmer
DATE ORIGINALLY OPENED: December 1887
FREIGHT SERVICE: Served as required by Massachusetts
Central switcher from Ware River Secondary Track.
PASSENGER SERVICE: None
ANNUAL FREIGHT DENSITY
(Million Gross Ton-Miles per Mile):
NOTES: Continuation of service on this line will be
contingent upon provision of an operating subsidy,
and upon shipper demand for such service.

SYSTEM : Grafton and Upton Railroad
NAME OF LINE: (Company operates only one route)
LOCATION: North Grafton to Milford
LOCATION ON STATEWIDE MAP: J-6 to K-7
LENGTH OF LINE IN MILES: 15.4
NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
 Grafton, Upton, Hopedale, Milford

DATE ORIGINALLY OPENED: North Grafton to Grafton Aug. 1874;
 Grafton to West Upton March 1889;
 West Upton to Milford May 1890.

FREIGHT SERVICE: Service as needed by switchers from Hopedale.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
 (Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

SYSTEM : Fore River Railroad
NAME OF LINE: (Company operates only one route)
LOCATION: East Braintree to Fore River
LOCATION ON STATEWIDE MAP: M-6
LENGTH OF LINE IN MILES: 2.37
NON-OPERATOR OWNERSHIP:

CITIES and TOWNS IN WHICH LOCATED: (excluding other states)
 Braintree, Quincy

DATE ORIGINALLY OPENED: Mile 0 to 2.25 - 1903; Mile 2.25 - 2.37,
 1920.

FREIGHT SERVICE: Service Monday through Friday by switcher
 from shipyard.

PASSENGER SERVICE: None

ANNUAL FREIGHT DENSITY
 (Million Gross Ton-Miles per Mile): Under 1.0

NOTES:

APPENDIX E

Description of Commuter Rail Service in Massachusetts

A. INTRODUCTION

The background and present structure of the commuter rail system in Massachusetts has been described in Chapter III. Appendix E provides further information on a route by route basis. For each route the number of Weekday, Saturday, and Sunday trains operated under the schedule in effect during the fall of 1980 is shown, with a separation by turnback points. All stations normally served (excluding North and South Stations) are listed in order from the inner end of the route to the outer end. For each route, the transit authorities or municipalities contracting for the service are shown, along with the original date of subsidized operation. Finally, ownership of all track segments used for the service on each route is identified. Routes are described in counter-clockwise order from Northeast to Southwest as follows:

- Eastern Route Main Line and Gloucester Branch
- Western Route Main Line
- New Hampshire Route Main Line and Woburn Branch
- Fitchburg Route Main Line
- Conrail New England Division Main Line
(formerly Boston & Albany)
- Franklin Branch
- AMTRAK Boston-New Haven Main Line
(formerly Boston & Providence) and Stoughton Branch

Map III-1 shows the locations of all of these routes.

D. EASTERN ROUTE MAIN LINE AND GLOUCESTER BRANCH

COMMUTER SERVICE: Boston (North Station)-Ipswich via Main Line.
Boston-Rockport via Main Line and Branch.

WEEKDAY: 12 round trips Boston-Ipswich, one round trip Beverly-Ipswich with Boston connection.

11.5 round trips Boston-Rockport.

3 round trips Boston-Beverly.

SATURDAY: 8 round trips Boston-Ipswich.

9 round trips Boston-Rockport.

SUNDAY-HOLIDAY: 5 round trips Boston-Ipswich.

7 round trips Boston-Rockport.

STATIONS: Main Line: G.E. (Lynn), Central Sq.-Lynn, Swampscott, Salem, Beverly, North Beverly, Hamilton-Wenham, Ipswich.

Branch: Montserrat, Prides Crossing, Beverly Farms, Manchester, West Gloucester, Harbor Station, Gloucester, Rockport.

SUBSIDY ARRANGEMENT: Segments Boston to Hamilton and Manchester are in MBTA District. Cape Ann Transit Authority funds segments Hamilton to Ipswich and Manchester to Rockport. Service in MBTA District subsidized since January 1965. Service outside subsidized since June 1965.

TRACK OWNERSHIP: All MBTA.

C. WESTERN ROUTE MAIN LINE

COMMUTER SERVICE: Boston-(North Station)-Haverhill.

WEEKDAY: 5 round trips Boston-Haverhill.

15 round trips Boston-Reading.

SATURDAY: 3 round trips Boston-Haverhill.

6 round trips Boston-Reading.

SUNDAY-HOLIDAY: 2 round trips Boston-Haverhill.

5 round trips Boston-Reading.

STATIONS: Wyoming Hill, Melrose-Cedar Park, Melrose Highlands, Greenwood, Wakefield, Reading, North Wilmington, Ballardvale, Andover, Lawrence, Bradford, Haverhill.

SUBSIDY ARRANGEMENT: Boston to North Wilmington is inside MBTA District. Merrimack Valley Regional Transit Authority funds service between Reading and Haverhill. Service Boston to Reading has been subsidized since January 1965. Service Reading to Haverhill instituted December 16, 1979. Previous service Boston to Haverhill via Wilmington Center was discontinued June 1976. This service had been subsidized by towns since July 1967. Previously unsubsidized.

TRACK OWNERSHIP: All MBTA

D. NEW HAMPSHIRE ROUTE MAIN LINE AND WOBURN BRANCH

COMPUTER SERVICE: Boston (North Station) to Concord, New Hampshire via Main Line. Boston to Woburn via Branch.

WEEKDAY: 1 round trip Boston-Concord, N.H.
14 round trips Boston-Lowell (including 1 with Concord connection)

17 round trips Boston-Woburn.

SATURDAY: 1 round trip Boston-Concord, N.H.
12 round trips Boston-Lowell.

No service to Woburn.

SUNDAY HOLIDAY: 1 round trip Boston-Concord, N.H.
8 round trips Boston-Lowell.

No service to Woburn.

STATIONS: Main Line: West Medford, Wadgemere, Winchester Centre, Wilmington, North Billerica, Lowell, Nashua, Merrimack, Manchester, Concord; Branch: Cross St., Woburn.

SUBSIDY ARRANGEMENT: Segments Boston to Wilmington and Woburn are in MBTA District. Lowell Regional Transit Authority subsidizes service between Wilmington and Lowell. New Hampshire Transportation Authority subsidizes service between Lowell and Concord. Service within MBTA District subsidized since January 1965. Wilmington to Lowell subsidized since June 1965. Service Lowell to Concord, N.H. reinstituted January 29, 1980. Previous unsubsidized service Lowell to Concord discontinued June 1967.

TRACK OWNERSHIP: MBTA, except State Line to Concord owned by Boston and Maine Corporation.

E. FITCHBURG ROUTE MAIN LINE

COMPUTER SERVICE: Boston (North Station) to Gardner, MA.

WEEKDAY: 4 outbound, 3 inbound trips Boston-Gardner.
1 inbound trip Gardner-Fitchburg.
1 outbound, 2 inbound trips Boston-Fitchburg.
14 round trips Boston-South Acton.
3 round trips Boston-Hastings.

SATURDAY: 3 outbound, 2 inbound trips Boston-Gardner.
1 inbound trip Gardner-Fitchburg.
10 round trips Boston-South Acton.

SUNDAY-HOLIDAY: 2 round trips Boston-Gardner.
8 round trips Boston-South Acton.

STATIONS: Porter Square Cambridge, Belmont Center, Waverley, Waltham, Brandeis-Roberts, Kendal Green, Hastings, Silver Hill, Lincoln, Concord Depot, West Concord, South Acton, Littleton-495, Ayer, North Leominster, Fitchburg-Depot Square, Gardner.

SUBSIDY ARRANGEMENT: Boston-West Concord is inside MBTA District. Lowell Regional Transit Authority subsidizes service West Concord to South Acton. Montachusett Regional Transit Authority subsidizes service South Acton to Gardner. Service within MBTA district subsidized since January 1965. Service West Concord to South Acton subsidized since June 1965. Service South Acton to Gardner reinstituted January 13, 1980. Previous unsubsidized service discontinued Fitchburg to Gardner April 1960; Ayer to Fitchburg January 1965. Previous service South Acton to Ayer subsidized by towns June 1965 to March 1975, when discontinued.

TRACK OWNERSHIP: MBTA, except Fitchburg to Gardner owned by Vermont and Massachusetts Railroad Corporation and leased to Boston and Maine Corporation.

F. CORRAIL NEW ENGLAND DIVISION MAIN LINE (formerly Boston & Albany Main Line)

COMPUTER SERVICE: Boston (South Station) to Frammingham.

WEEKDAY: 7 round trips Boston to Frammingham.

SAT., SUN., HOLIDAY: No service.
(See also description of AMTRAK service on this line).

STATIONS: Back Bay, Newtonville, West Newton, Auburndale, Wellesley Farms, Wellesley Hills, Wellesley Square, Mattick, Frammingham.

SUBSIDY ARRANGEMENT: All commuter service is within MBTA district. Service has been subsidized since August 1972.

TRACK OWNERSHIP: Boston to Riverside-Mass. Turnpike Authority owns right-of-way, Corrail owns track. Riverside to Frammingham owned by the MBTA.

G. FRANKLIN BRANCH

COMPUTER SERVICE: Boston (South Station) to Franklin
(Trains use Boston-New Haven Main Line between Boston and Readville).

WEEKDAY: 5 round trips Boston-Franklin
1 round trip Boston-Walpole
2 round trips Boston-Norwood Central

SATURDAY: 3 round trips Boston-Franklin

SUNDAY-HOLIDAY: No service.

STATIONS: Readville, Endicott, Islington, Norwood Depot, Norwood Central, Windsor Gardens, Plimptonville, Walpole, Norfolk, Franklin. Certain trains stop at Fairmount, Morton Street, or Uphams Corner on Boston-New Haven Main Line.

SUBSIDY ARRANGEMENT: Boston to Norfolk is in MBTA District. Town of Franklin subsidizes service Norfolk to Franklin. Service has been subsidized since April 1966.

TRACK OWNERSHIP: MBTA.

H. AMTRAK MAIN LINE BOSTON-NEW HAVEN (formerly Boston & Providence Main Line) and SToughton BRANCH.

COMPUTER SERVICE: Boston to Providence, R.I. via Main Line;
Boston to Stoughton via Main Line and Branch.

WEEKDAY: 4 round trips Boston-Providence

9 round trips Boston-Attleboro

6 round trips Boston-Stoughton

SATURDAY: No commuter service to Providence

6 round trips Boston-Attleboro

2 round trips Boston-Stoughton

SUNDAY: No commuter service.
(See also description of AMTRAK service on this line).

STATIONS: Main Line: Route 128, Canton Jct., Sharon, Mansfield, Attleboro, Pawtucket-Central Falls, Providence.
Branch: Canton Centre, Stoughton
(Certain trains stop at Fairmount, Morton Street, or Uphams Corner).

SUBSIDY ARRANGEMENT: Segments Boston-Sharon and Canton Centre are in the MBTA District. Greater Attleboro-Taunton Regional Transit Authority subsidizes service between Sharon and Attleboro. Rhode Island Department of Transportation subsidizes service between Attleboro and Providence. Brockton Area Transit Authority subsidizes service between Canton Centre and Stoughton. Service Boston to Sharon and Canton Centre subsidized since August 1972. Balance of service subsidized since April 1976. Prior to November 3, 1979 trains ran between Boston and Readville via old Boston and Providence Main Line.

TRACK OWNERSHIP: MBTA, except State Line to Providence owned by AMTRAK.

APPENDIX F

Intercity Rail Passenger Service in Massachusetts

A. INTRODUCTION

The background and present structure of the intercity rail system in Massachusetts has been described in Chapter III. Appendix E provides further information on a route by route basis. For purposes of discussion, only routes operated by Amtrak are classified as intercity service, although certain commuter routes provide intercity transportation.

For each route the number of Weekday, Saturday and Sunday trains operated under the schedule of November 1980 is shown, with a separation by turnback points. All stations within Massachusetts served by trains on these routes are listed in order. The date when Amtrak began operating service on each route is shown. Routes are described in the following order:

Amtrak Main Line Boston-New Haven (Shore Line)

Amtrak Main Line Mill River (New Haven) -

Springfield and B&M Connecticut River Route Main Line

Conrail New England Division Main Line (formerly
Boston and Albany)

The Massachusetts segments of all of these routes are shown on Map III-1.

B. AMTRAK Main Line Boston to New Haven (Shore Line)

INTERCITY SERVICE: Boston to Washington, D.C.

WEEKDAY:
 7 round trips Boston-Washington
 2 round trips Boston-Philadelphia
 1 round trip Boston-New York
 1 round trip Boston-New Haven

SATURDAY:
 7 round trips Boston-Washington
 2 round trips Boston-Philadelphia
 1 trip Boston to New York

SUNDAY:
 7 round trips Boston-Washington
 2 round trips Boston-Philadelphia
 1 trip New York to Boston

STATIONS SERVED IN MASSACHUSETTS:

South Station (Boston); Route 128 (Westwood)

BACKGROUND: Operated as part of basic AMTRAK system since May 1, 1971. Previously operated without subsidy by Penn Central Transportation Company.

C. AMTRAK MAIN LINE MILL RIVER TO SPRINGFIELD AND B&M CONNECTICUT RIVER ROUTE MAIN LINE

INTERCITY SERVICE: Washington, D.C. to Montreal, P.Q.

WEEKDAY:
 1 round trip Washington-Montreal
 2 round trips Springfield-Washington
 1 round trip Springfield-Philadelphia
 1 round trip Springfield New York
 10 round trips Springfield-New Haven

SATURDAY:
 1 round trip Washington-Montreal
 2 round trips Springfield-Washington
 1 round trip Springfield-Philadelphia
 1 round trip Springfield-New York

SUNDAY:
 5 round trips Springfield-New Haven
 1 round trip Washington-New York
 2 round trips Springfield-Washington
 1 round trip Springfield-Philadelphia
 1 round trip Springfield-New York
 6 round trips Springfield-New Haven

STATIONS SERVED IN MASSACHUSETTS: Springfield;
 Northampton (Montrealer only)

BACKGROUND: Springfield-New Haven operated as part of basic AMTRAK system since May 1, 1971. Previously operated without subsidy by Penn Central Transportation Company. New rolling stock for Springfield-New Haven local service provided by State of Connecticut in 1980. Washington-Montreal service added to basic AMTRAK system October 1973. Unsubsidized service on same route had been discontinued October 1966.

D. CONRAIL NEW ENGLAND DIVISION MAIN LINE (formerly Boston and Albany)

INTERCITY SERVICE: Boston to Chicago (Combines with New York-Chicago Train at Albany)

DAILY: 1 round trip Boston to Chicago

STATIONS SERVED IN MASSACHUSETTS: South Station (Boston), Framingham, Worcester, Springfield, Pittsfield.

BACKGROUND: Started by AMTRAK as experimental route October 1975. Added to basic AMTRAK system at end of two-year trial period. Previous unsubsidized service on route operated by Penn Central Transportation Company had been discontinued April 30, 1971.

APPENDIX G

Summary of Massachusetts Statutes Related to EOTC Involvement in Rail Planning

INTRODUCTION

Section 266.15.b.1 of the Federal Rail Assistance regulations requires an explanation of special legal constraints, in order to aid the public in understanding the State Rail Plan. As discussed in Chapter VIII, the Executive Office of Transportation and Construction (EOTC) has principal responsibility for rail transportation planning in the Commonwealth. Appendix G summarizes sections of Massachusetts statutes that pertain to this responsibility, and includes tables showing funds authorized, appropriated, and expended under the various statutes.

Chapter 704 of the Acts of 1969

Established a state cabinet directly responsible to the Governor.

The Executive Office of Transportation and Construction (EOTC) was created as one of the nine cabinet offices within the Executive Department. The EOTC Secretary is appointed by the Governor. The following state agencies were placed within the EOTC: Massachusetts Department of Public Works (MDPW), Massachusetts Aeronautics Commission (MAC), Massachusetts Bay Transportation Authority (MBTA), The Massachusetts Port Authority (MPA), The Massachusetts Turnpike Authority (MTA), and the Bureau of Building Construction (BBC). (See Chapter 311 of the Acts of 1975).

The new state cabinet system became effective on April 30, 1971.

(MGL Chapter 6A, Section 19).

Chapter 963 of the Acts of 1973

Provided that no local building permit may be issued for a structure to be located on lands formerly used for railroad rights-of-way or property appurtenant thereto without a public hearing and without written permission of the EOTC Secretary (MGL Chapter 40, Section 54).

Chapter 1140 of the Acts of 1973

Provided that EOTC Secretary develops the MBTA Program for Mass Transportation which is subject to the approval of the MBTA Advisory Board.

Provided that EOTC may expend funds supplied by MBTA to carry out its responsibilities in the development of the Program for Mass Transportation. (MGL Chapter 161A).

Chapter 1141 of the Acts of 1973

Established 10 Regional Transit Authorities (RTA) in areas of the state outside the MBTA district and permitted establishment of additional RTA's throughout the state except within the MBTA area.

Provided that the RTA's shall prepare an annual program for public mass transportation in consultation with EOTC.

Provided that RTA's may not issue long term bonds without prior approval of EOTC Secretary. EOTC Secretary shall periodically establish guidelines for allocation of bond issue authority among the RTA's. EOTC Secretary and Secretary of Administration and Finance shall establish rules and regulations governing procedures for distribution of bond issue funds used for assistance to private carriers (MGL Chapter 161B).

Chapter 311 of the Acts of 1975

Provided for the transfer of the Bureau of Building Construction from EOTC to the Executive Office of Administration and Finance (A&F) effective as of July 1, 1975.

Chapter 359 of the Acts of 1975

Provided that EOTC shall take steps to preserve, improve and develop an adequate, safe and efficient rail system for passengers and goods (MGL, Chapter 161C).

EOTC is authorized and directed to expend such funds as may be appropriated for acquisition, preservation, rehabilitation, reconstruction of rail rights-of-way, facilities and equipment directly, jointly with another party or under contract with another party.

Secretary of A&F may, upon the recommendation of the EOTC Secretary, contract to provide state funds for maintenance and operation of rail facilities and services within the state.

EOTC is not authorized to preserve, rehabilitate, reconstruct or improve rail rights-of-way, facilities or equipment prior to acquisition of said right-of-way, facilities or equipment.

EOTC is to serve as the principal source of rail transportation planning for the Commonwealth.

EOTC may apply for and receive federal aid.

EOTC may enter into contracts with public and private bodies.

EOTC may acquire real and personal property by purchase, lease, gift or eminent domain.

No railroad company may sell or dispose of railroad rights-of-way without first offering same for sale to EOTC or a public agency designated by EOTC. EOTC may reject the sale offer, let the offer lapse at the end of 90 days or arrange for purchase of the property. The railroad may not sell or dispose of such property to others on better terms than offered to EOTC.

State Treasurer may sell bonds in an aggregate amount of \$19,500,000 of which \$15,000,000 shall be spent only for passenger rail transportation purposes and \$4,500,000 shall be spent only for freight rail purposes. Bond debt service for \$15,000,000 bond issue is to be paid from the Highway Fund.

EOTC is authorized to acquire Penn-Central rights-of-way under consideration for abandonment by USRA.

\$4,500,000 for rail freight purposes shall be subject to appropriation to be spent only on acquisition of rights-of-way.

\$15,000,000 shall be subject to appropriation.

A&F Secretary may spend \$500,000 for continued operation of rail freight services on lines acquired by the Commonwealth for the period January 1, 1976 through June 30, 1977.

Chapter 93 of the Acts of 1976

Provided \$10,000 from the \$4,500,000 rail freight fund to finance emergency repairs to the Falmouth Secondary Track.

Chapter 346 of the Acts of 1977

A&F Secretary may expend \$150,000 for continued railroad freight operations on lines not owned by the Commonwealth as follows:

- Line 8 Palmer to South Barre
- Line 13 South Sudbury to Chelmsford
- Line 17 North Abington to W. Hancock
- Line 21/22 E. Sandwich to Hyannis to S. Dennis
- Line 23 Buzzards Bay to Falmouth
- Line 33 Forest Hills to Needham Junction

An amount of \$300,000 was appropriated for upgrading the above lines except Line 33.

Provided extension of time which the Commonwealth may expend the \$500,000 made available for financial assistance for rail freight service until June 30, 1979.

Chapter 356 of the Acts of 1977

Provided for a comprehensive rail transit, highway and railroad improvement program. An \$18,000,000 Bond Issue authorized for expenditure for fencing, right-of-way, stations and other improvements for the Northeast Corridor High Speed RR service between Boston and New York City. \$18,000,000 of the Bond Issue proceeds are placed in the state rail passenger fund in addition to the \$15,000,000 already in the fund by virtue of the 1975 legislation, which monies may be expended only upon subsequent appropriation.

Chapter 800 of the Acts of 1977

Provided for the appropriation of \$175,000 from the rail freight fund. The amount of \$115,000 was to be expended for acquisition of certain railroad rights-of-way in Taunton, Dighton, Bourne and Millis. An amount not to exceed \$60,000 was appropriated for acquisition of other railroad rights-of-way when the General Court was not in session provided EOTC Secretary notified Senate and House Clerks.

Chapter 462 of the Acts of 1978

Provided for a \$30,000,000 appropriation from the rail passenger fund to be expended in the following manner:

- (1) An amount not to exceed \$4,400,000 to be expended by MBTA for acquisition of the South Station subject the approval of the EOTC Secretary.
- (2) An amount not to exceed \$11,900,000 to be expended by the MBTA for redevelopment of the South Station subject to approval of the EOTC Secretary. This appropriation included an expenditure of \$2,000,000 for air rights planning and design purposes and for footings for air rights development. This appropriation also included a \$450,000 expenditure for a temporary bus terminal for South Station.

- (3) A \$3,700,000 appropriation for fencing station, and right-of-way improvements for the Northeast Corridor Project.
- (4) An amount not to exceed \$5,000,000 for improvements to the so called Inland Route between Boston, Framingham, Worcester, Springfield and the Connecticut boundary.
- (5) An amount not to exceed \$5,000,000 for the purchase and rehabilitation of railroad rights-of-way between Attleboro and Cape Cod and between Boston and Cape Cod. The EOTC Secretary shall file and report on technical analysis and preferred route for Boston to Cape Cod railroad passenger service with the House Clerk on or prior to the last Wednesday in June, 1979.

Provided that the EOTC Secretary or the MDPW may expend funds to acquire, preserve, rehabilitate, maintain and subsidize rail rights-of-way, facilities and services.

Chapter 480 of the Acts of 1979

Provided extension of time which the Commonwealth may expend the \$500,000 made available for financial assistance for rail freight service on lines not owned by the Commonwealth until June 30, 1985. Increased the amount appropriated for expenditure for financial assistance to railroads not owned by the Commonwealth from \$150,000 to \$500,000.

Appropriated \$350,000 from the state Rail Freight Fund for appraisals, engineering and inspection activities on rail lines to be acquired by the Commonwealth.

Appropriated \$200,000 from the state Rail Freight Fund for rehabilitation and upgrading of rail lines.

Appropriated \$2,300,000 from the state Rail Freight Fund for acquisition of rail lines and related activities.

Repealed state law requirements for one year notice by state to take land owned by a railroad corporation when such a corporation is not operating a railroad within the Commonwealth.

Secretary of EOTC directed to take all necessary actions to acquire Consolidated Rail Corporation railroad line between the City of Attleboro and the Town of Sandwich.

Chapter 798 of the Acts of 1979

Appropriated \$90,000 from the state Rail Freight Fund for the acquisition of the East Bridgewater Secondary Track in the Town of East Bridgewater.

June 30, 1980

TABLE G-1

COMMONWEALTH OF MASSACHUSETTS
RAIL FREIGHT FUND

<u>LEGISLATION</u>	<u>YEAR</u>	<u>AUTHORIZED</u>	<u>APPROPRIATED</u>	<u>UNAPPROPRIATED BALANCE</u>
Chapter 859	1975	\$4,500,000	--	\$4,500,000
Chapter 199	1976	--	\$ 100,000	4,400,000
Chapter 346	1977	--	300,000	4,100,000
Chapter 800	1977	--	175,000	3,825,000
Chapter 480	1979	--	2,850,000	1,075,000
Chapter 798	1979	--	90,000	985,000
Totals	--	\$4,500,000	\$3,515,000	\$ 985,000

G-7

NOTES:

Chapter 199 of 1976: Appropriation for Appraisal and Engineering Activities for acquisition of rail rights-of-way along specified lines (\$100,000).

Chapter 346 of 1977: Appropriation for rehabilitation and upgrading of rail rights-of-way on specified lines (\$300,000).

Chapter 800 of 1977: Appropriation for acquisition of specified rights-of-way (\$115,000) while the General Court is in session and for acquisition of unspecified rights-of-way (\$60,000) when General Court is not in session.

Chapter 480 of 1979: Appropriation for appraisals, engineering and inspection activities on lines to be acquired by state (\$350,000). Appropriation for rehabilitation and upgrading of rail lines (\$200,000). Appropriation for acquisition of rail lines and related facilities (\$2,300,000).

Chapter 798 of 1979: Appropriation for acquisition of the East Bridgewater Secondary Track (\$90,000).

COMMONWEALTH OF MASSACHUSETTS
RAIL FREIGHT FUND

FOUR ACCT. #	LEGISLATION	YEAR	APPROPRIATED	EXPENDED	UNALLOTTED BALANCE	ALLOTTED BALANCE	UNEXPENDED
3500	Chapter 199	1976	\$ 100,000	\$ 88,351	\$	\$11,649	\$ 11,649
3510	Chapter 346	1977	300,000	150,000	150,000	-	150,000
3520	Chapter 800	1977	175,000	28,738	107,700	38,562	146,262
3530	Chapter 480	1979	350,000	0	350,000	0	350,000
3540	Chapter 480	1979	200,000	0	200,000	0	200,000
3550	Chapter 480	1979	2,300,000	431,651	1,850,000	18,349	1,868,349
3560	Chapter 798	1979	90,000	0	90,000	0	90,000
Totals:			\$3,515,000	\$698,740	\$2,747,700	\$68,560	\$2,816,260

Notes: Same as Table G-1

COMMONWEALTH OF MASSACHUSETTS
STATE ASSISTANCE FOR RAIL FREIGHT SERVICE

JUNE 30, 1980

<u>LEGISLATION</u>	<u>YEAR</u>	<u>AUTHORIZED</u>	<u>APPROPRIATED</u>	<u>EXPENDED</u>	<u>UNEXPENDED</u>
Chapter 859	1975	\$500,000	--	--	--
Chapter 346	1977	--	\$150,000	\$37,500	\$462,500
Chapter 480	1979	--	350,000	--	--
Totals	--	\$500,000	\$500,000	\$37,500	\$462,500

NOTES:

Chapter 859 of 1975: Authorized expenditure of \$500,000 for state assistance for rail freight service on lines acquired by the Commonwealth.

Chapter 346 of 1977: Appropriated \$150,000 for state assistance for rail freight service on specified lines not owned by the Commonwealth.

Chapter 480 of 1979: Appropriated \$350,000 for state assistance for rail freight service on specified lines not owned by the Commonwealth.

COMMONWEALTH OF MASSACHUSETTS
RAIL PASSENGER FUND

<u>LEGISLATION</u>	<u>YEAR</u>	<u>AUTHORIZED</u>	<u>APPROPRIATED</u>	<u>UNAPPROPRIATED BALANCE</u>
Chapter 859	1975	\$15,000,000	- -	\$15,000,000
Chapter 356	1977	18,000,000	- -	33,000,000
Chapter 462	1978	- -	\$30,000,000	3,000,000
Totals	--	\$33,000,000	\$30,000,000	\$3,000,000

NOTES:

Chapter 859 of 1975:

Authorized that \$15,000,000 in Bond Issue Proceeds be placed in a new Passenger Rail Transportation Fund to be expended subject to appropriation.

Chapter 356 of 1977:

Authorized that \$18,000,000 in Bond Issue Proceeds be placed in the Passenger Rail Transportation Fund to be expended subject to appropriation for only fencing, right-of-way, station development or other improvements in conjunction with the Northeast Corridor Project.

Chapter 462 of 1978:

Appropriated \$30,000,000 from the Passenger Rail Transportation Fund for expenditure on right-of-way and station improvements on properties publicly owned or managed in conjunction with the Northeast Corridor Project. \$16,300,000 to be spent by MBTA for acquisition and Development of South Station by MBTA. \$13,700,000 to be spent by EOTC as follows:

1. \$3,700,000 for Northeast Corridor Project fencing, station and right-of-way improvements and related work.

TABLE G-5

COMMONWEALTH OF MASSACHUSETTS
RAIL PASSENGER FUND

<u>LEGISLATION</u>	<u>YEAR</u>	<u>APPROPRIATED</u>	<u>EXPENDED</u>	<u>UNEXPENDED</u>
Chapter 859	1975	---	--	--
Chapter 356	1977	---	--	--
Chapter 462	1978	\$30,000,000	\$4,400,000	\$25,600,000
Totals	--	\$30,000,000	\$4,400,000	\$25,600,000

G-11

NOTES: Same as TABLE G-4



APPENDIX H - DATA SOURCES

Section 266.15.c.1 of the Federal Rail Assistance Regulations requires a list of data sources used in preparing the State Rail Plan. The material in the 1980 Massachusetts State Rail Plan was drawn from numerous published and unpublished sources. A complete listing would be nearly impossible, but the more important sources are given below:

A. Published Reports (Excluding Rail Plans of Other States)

American Trucking Associations, Inc., American Trucking Trends 1977-1978. Washington,

Central Transportation Planning Staff, Commuter Rail Improvement Program-Plan Refinement Study.

Final Report Boston, January 1979

Commuter Rail Improvement Program-Plan Refinement Study. Technical Appendices
Boston, May 1979.

Contract Research Corporation. The Massachusetts Rate of Unemployment - Post Exhaustion Experience. Prepared for Massachusetts Division of Employment Security. Belmont, Massachusetts, 1977.

Dyer, Thomas K., Inc. Plan for Acquisition and Use of Railroad Rights-of-Way. Prepared for Massachusetts Bay Transportation Authority. December 1972.

Ernst and Whinney. Evaluation of the State Rail Assistance Program - Findings and Guidelines for Program Evaluation and Financial Management. Prepared for Federal Railroad Administration. Washington, January 1980.

Executive Office of Transportation and Construction, Cape Cod Passenger Railroad Service Study, Boston, June 1979.

Federal Railroad Administration. Benefit/Cost Guidelines Rail Branch Line Continuation Program. Washington, February 1980.

Harbridge House Inc./Gellman Research Associates. New England Rail Restructuring Analysis. Prepared for New England Regional Commission and United States Railway Association. March, 1980.

Humphrey, Thomas J. Framework for Predicting External Impacts of Railroad Abandonments. Prepared for U.S.D.O.T. by M.I.T. Department of Civil Engineering, Cambridge, MA March 1975.

Interstate Commerce Commission Bureau of Accounts. Rail Carload Cost Scales-1977, Washington, November 1979.

Interstate Commerce Commission Rail Services Planning Office, Evaluation of the U.S. Railway Association's Preliminary System Plan. Washington April 1975.

The Public Response to the Secretary of Transportation's Rail Services Report. Volume I - New England States, Washington, August, 1974.

Macon, John F. II. 1979 Financial Analysis of the Motor Carrier Industry, Prepared for American Trucking Associations, Inc. by United California Bank.

Temple, Barker & Sloane, Inc. Public Responses to the New England Railroad Study-A compendium and Analysis. Prepared for New England Regional Commission and United States Railway Association. September, 1980.

Tippetts-Abbett-McCarthy-Stratton. Statewide Railroad Right-of-Way Study. Prepared for the Massachusetts Department of Public Works and the U.S. Department of Transportation, June 1975.

Urban Transportation Systems Associates, Inc. A Study of the Summer Recreational Demand for Rail Service from Boston to Cape Cod. Prepared for Massachusetts Bay Transportation Authority. May 1979.

United States Department of Transportation. Final Standards, Classification and Designation of Lines of Class I Railroads in the United States. Washington, June 1977.

Rail Service in the Midwest and Northeast Region - Report of the Secretary of Transportation. Washington, February 1974.

United States Railway Association. Final System Plan for Restructuring Railroads in the Northeast and Midwest Region Washington, July 1975.

Preliminary System Plan for Restructuring Railroads in the Northeast and Midwest Region. Washington, February 1975.

B. State Rail Plans, Updates, or Related Reports from Other States

Connecticut Department of Transportation - State Rail Plan Update August 1980

Maine Department of Transportation - Rail Transportation Plan '79 - '80 Update June 1980

Mississippi State University - Proposed Benefit/Cost Methodology for Use by Mississippi Governor's Office of Planning and Coordination, July 1979

New Hampshire Transportation Authority - New Hampshire State Rail Plan, July 1980

Pennsylvania Department of Transportation, Pennsylvania Statewide Rail Plan. Light Density Line Studies. February 1980.

Rhode Island Department of Transportation. Rhode Island State Rail Plan. August 1980.

Vermont Agency of Transportation - Vermont State Rail Plan. 1979 Update.

C. Periodicals

Moody's Investors Service. Moody's Transportation Manual. New York, Annual.

National Railway Publication Company. The Official Railway Guide - North American Passenger Travel Edition. New York. Ten issues per year.

Simmons-Boardman Publishing Corporation. Railway Age New York. Semi-Monthly.

Traffic Service Corporation. Traffic World Washington, Weekly.

D. Miscellaneous Material from Railroad Companies Operating In Massachusetts

Employees Timetables

Passenger Train Schedules

Freight Train Schedules

Freight Traffic Density Maps and Tables

Annual Reports to the Interstate Commerce Commission
and the Massachusetts Department of Public Utilities

Operating Data from Conrail and Massachusetts Central
Railroad for designated operator lines.

E. Other Miscellaneous Material

Light Density Lines Rail User Report Forms prepared for EOTC.

Notes on Interviews with LDL users conducted for EOTC.

MBTA/B&M Purchase and Sale Agreement, April 1976.

EOTC - Application for Advance Acquisition Loan for Purchase of Railroad Rights-of-Way, April 1972.

Historical data in files and library of Massachusetts Department of Public Utilities.

U.S. Department of the Interior. Geological Survey Maps for Massachusetts.

Massachusetts Division of Employment Security employment statistics.



MASS.
TC1.2:
M383/
983-84

Commonwealth
of
MASSACHUSETTS

STATE RAIL PLAN 1983-1984 Update

GOVERNMENT DOCUMENTS
COLLECTION

OCT 18 1988

University of Massachusetts
Department of Library



Michael S. Dukakis
GOVERNOR

Frederick P. Salvucci
SECRETARY
EXECUTIVE OFFICE
OF

TRANSPORTATION AND CONSTRUCTION

DECEMBER 1984

Commonwealth of Massachusetts:

Michael S. Dukakis
Governor

Executive Office of Transportation and Construction:

Frederick P. Salvucci
Secretary

Matthew A. Coogan
Deputy Secretary

Paul E. McBride
Assistant Secretary

Rita DiGiovanni
Legal Counsel

Lori A. Gamble
Rail Analyst

Deborah A. Gardner
Administrative Secretary



The Commonwealth of Massachusetts

Executive Office of Transportation & Construction

Office of the Secretary

10 Park Plaza, Room 3510

Boston, MA 02116-3969

Telephone 973-7000

December 21, 1984

Michael S. Dukakis
Governor

Frederick P. Salucci
Secretary

and
M.B.T.A. Chairman

Mr. John H. Riley, Administrator
Federal Railroad Administration
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Riley:

Submitted herewith are ten copies of the Massachusetts State Rail Plan 1983-1984 Update for your review and approval in conformance with Title 49 of the Code of Federal Regulations Part 266.

A draft of this Plan Update was circulated to a wide range of individuals and groups including railroad operators, railroad labor organizations, municipal officials, state and regional planning agencies and private interest groups.

On November 8, 1984 a public hearing was held in Boston on the Draft State Rail Plan. Written notice of the public hearing was published in twelve newspapers throughout the Commonwealth of Massachusetts at least seven days prior to the date of the public hearing. A copy of the notice as it appeared in the Boston Herald is shown as Appendix F.

One person testified at the public hearing. This testimony registered general satisfaction with the draft plan and is shown as Appendix D.

This Office received written comment on the Draft Plan from four parties. All comments received were reviewed and are reflected in this final plan submission. These written comments are on file.

Also please find the A-95 review letter prepared by the Massachusetts state clearinghouse in accordance with federal and state regulations as Appendix E.

Our objective in preparing this plan was to produce a document useful to all those interested in the Massachusetts railroad system as well as to meet basic federal planning and funding requirements.

Mr. John H. Riley

- 2 -

December 21, 1984

Should you or your staff have any questions with respect to this State Rail Plan Update, please contact me or Assistant Secretary Paul E. McBride.

Very truly yours,

/s/ Frederick P. Salvucci

Frederick P. Salvucci
Secretary

FPS:PEM:dag

PREFACE

The 1983-1984 Massachusetts State Rail Plan has been prepared by the Massachusetts Executive Office of Transportation and Construction (EOTC) pursuant to rules promulgated by the United States Department of Transportation (USDOT) in Part 266 of Title 49 of the Code of Federal Regulations. In order to be eligible for funding under the Federal Rail Service Assistance Program, the Commonwealth of Massachusetts must have a Rail Plan which has received approval from the Administrator of the Federal Railroad Administration (FRA) of the United States Department of Transportation (USDOT) and which has been updated on a periodic basis. The initial Massachusetts State Rail Plan was published in 1975 and was updated in 1976, 1977, 1978, 1980 and 1982.

New regulations were promulgated in 1979 and in 1982 which substantially changed the requirements for the State Rail Plan submission. Several states, including Massachusetts, were permitted to omit the issuance of a 1979 Plan Update. The 1980 State Rail Plan Update prepared by EOTC, which was subsequently approved by FRA, represented an entirely new comprehensive State Rail Plan rather than a mere update of prior plans.

The 1981-1982 plan and the 1983-1984 plan updates build upon the 1980 plan and are in the nature of amendments to the 1980 plan.

The time period between the date of completion of the 1981-1982 Plan Update (November, 1982) and the completion of this Update has been a period significant changes in the composition of the Massachusetts Railroad Network. These changes in the network are covered in this Update.

CONTENTS

CHAPTERS:

- I. Background and Objectives of the Rail Assistance Program.
- II. The Rail System in Massachusetts.
- III. Railroad Passenger Service in Massachusetts.
- IV. Line Status Report.
- V. The Massachusetts Rail Assistance Program.
- VI. The Massachusetts Rail Banking Program.
- VII. Rail Projects Funded from Sources Other than the Rail Assistance Program.
- VIII. The Transportation Planning Process in Massachusetts.
- IX. Program of Projects.
- X. Response to FRA Comments.

APPENDICES:

- A. Cost/Benefit Analysis Methodology.
- B. Summary of Massachusetts Statutes Related to EOTC involvement in Rail Planning and Development.
- C. Data Sources.
- D. Written Testimony.
- E. A-95 Review Letter.
- F. Public Hearing Notice.
- G. Railroad System Maps.



CHAPTER I

BACKGROUND AND OBJECTIVES OF THE RAIL ASSISTANCE PROGRAM

A. Background

1) The 3R Act of 1973. The viability of railroad freight and passenger service in the New England region has long been a matter of great concern for the Commonwealth of Massachusetts. The bankruptcies of the region's two largest railroad companies, the Boston and Maine Corporation (B&MRR) and the Penn Central Transportation Company (Penn Central) in March and June 1970, respectively, intensified this concern. The current Federal and Massachusetts Rail Assistance programs have their origin in the Regional Rail Reorganization Act of 1973 (3R Act), which was enacted by Congress in response to the bankruptcies of Penn Central, the B&MRR and several other major railroads in the Northeast.

The 3R Act created the Consolidated Rail Corporation (Conrail) and the United States Railway Association (USRA). Conrail was to acquire certain lines of the bankrupt railroads, as designated in a Final System Plan prepared by the USRA. Railroads that transferred the majority of their lines to Conrail were to be permitted to abandon their remaining lines. Most of the railroads eligible to transfer their lines to Conrail did so but the Boston and Maine Corporation Trustees chose to pursue reorganization under the traditional bankruptcy laws applicable to railroads.

To help ease the impact of the massive rail line abandonments that were expected to accompany the implementation of Conrail, Section 304 of the 3R Act provided that a line excluded from the Conrail system could not be abandoned if "a shipper, a State, the United States, a local or regional transportation authority or any responsible person" agreed to provide a subsidy covering the difference between avoidable cost and revenue, and including a reasonable rate of return to the railroad company operating the line. Service under such a subsidy program could be provided by Conrail or by any other contractor selected by the party offering the subsidy. Contractors for such lines subsequently became known as "designated operators".

Section 402 of the 3R Act authorized Federal grants to States or to local or regional transportation agencies to cover up to 70 percent of the cost of continuation subsidies for up to two years. Additional funding in the form of grants or loans was authorized for the purpose of rehabilitating lines which were to receive service continuation subsidies. States were also eligible for loans covering up to 70 percent of the cost of acquiring lines which would otherwise have been abandoned. Under the original legislation, however, a State which received a loan to purchase a line would have become ineligible for service continuation assistance on that line.

As a prerequisite to receiving Federal funds for rail service continuation subsidies, a State was required to establish a State Rail Plan to be administered by a designated State agency. The 3R program was to be confined to a Region of 17 states plus the District of Columbia. The Region included Massachusetts, and under Chapter 859 of the Acts of Massachusetts for 1975, the Executive Office of Transportation and Construction (EOTC) was designated as the State's principal rail planning agency.

2) The 4R Act of 1976. The Conrail system was implemented on April 1, 1976. Shortly before that, Congress had enacted the Railroad Revitalization and Regulatory Reform Act of 1976 (4R Act). The 4R Act significantly revised and expanded the Federal Rail Assistance Program. For the States in the original Region established by the 3R Act, Federal funding for rail service continuation subsidies and rehabilitation projects was raised to a maximum of 100 percent for the first 12 months after the implementation of Conrail and 90 percent for the next 12 months. States were also permitted to use Federal funds for acquisition of lines without losing subsidy assistance. In view of limited federal funding availability and use of an entitlement formula based on mileage, it was impossible to provide full funding for all projects proposed by States.

The 4R Act also established a separate Rail Assistance program for the 33 States not included in the 3R Region. This program provided that if any railroad received approval from the Interstate Commerce Commission (ICC) to abandon a line, the abandonment would not become effective if any financially responsible party, including a government agency, agreed to provide a service continuation subsidy covering the avoidable cost of operating the line or agreed to purchase the line. Federal assistance to States was authorized for such operating assistance or acquisition. In addition, funds were authorized for rehabilitation or improvement of lines, and for projects to reduce the cost of loss of rail service in a manner less expensive than continuing service. The Federal Share was to be 100 percent from July 1, 1976 to June 30, 1977, and decline ten percent each year thereafter reaching 80 percent in the year ending June 30, 1979. From July 1, 1979 to June 30, 1981 the Federal Share was to be 70 percent, subject to availability of funds. States in the 3R Region were to be included in this Assistance program following the expiration of the two year 3R program.

5) The Local Rail Service Assistance Act of 1978.

The Federal Rail Assistance program established by the 4R Act was amended by the Local Rail Service Assistance Act of 1978. This Act provided that any rail line that had formerly been eligible for Federal Assistance for service continuation or acquisition because of exclusion

from the Conrail system or because of approval of abandonment by the Interstate Commerce Commission between February 5, 1976 and October 1, 1978 would remain eligible for funds only until September 30, 1981. Any rail line for which abandonment was approved after October 1, 1978 could receive service continuation assistance for a maximum of 36 months. As of August 13, 1981 the FRA discontinued federal financial assistance for railroad freight service continuation purposes.

The Act also revised the rehabilitation grant program to include certain lines that had not been abandoned. Any line that has carried less than three million gross tons per mile per year during the previous year became eligible for rehabilitation assistance, provided that abandonment has not been approved and that any pending abandonment application for the line has been withdrawn. If an abandonment application for the line has been approved, the line was eligible for rehabilitation funding if the application was filed between February 5, 1976 and December 31, 1978, or the application was filed earlier and approved during that time. Any abandoned line eligible for assistance under these standards was eligible only until September 30, 1981.

4) The Staggers Rail Act of 1980. This federal law effected major policy changes in the economic regulation of the national railroad system as well as addressing specific problems faced by Conrail with particular reference

to Conrail's network in Southern New England. The Act gave railroads pricing and service adjustment flexibilities which had not been available to railroad management since the early years of the Interstate Commerce Act of 1887.

The Commonwealth of Massachusetts supported the general principles embodied in the Staggers Act dealing with reduced regulatory control of railroad management decisions.

In recent months, certain railroad user groups have expressed dissatisfaction with the ICC administration of the Staggers Act and have urged that the Act be amended by the Congress. It is the position of the Commonwealth that the Staggers Rail Act should not be amended at this time. The ICC has launched a comprehensive investigation on the impacts of the Act upon the users of railroad freight services. The Commonwealth would prefer that any unreasonable railroad rate and service changes which have occurred since 1980 be corrected by the ICC or by the railroads without a return to the inflexible regulation which existed prior to the passage of the Staggers Act.

The Staggers Act, under the provisions of Section 703 (b) (1), mandated that:

"No later than April 1, 1981, the Association (USRA) and the Corporation (Conrail) shall each submit a report to the Congress analyzing the impact upon the Corporation, rail service in the region, railroad employees, the economy of the region, and other rail carriers

in the region, and elsewhere, and the Federal Budget of (the three alternatives of no further federal funding, continued federal funding of the existing Conrail structure and interim funding while a self-supporting network could be achieved)."

5) The Northeast Rail Service Act of 1981.

This Law, otherwise known as NERSA, was enacted by the Congress for the primary purpose of a restructuring of Conrail into a self supporting railroad freight system which could be sold to another party (or parties) and thus end the need for direct financial assistance to Conrail from the federal treasury. NERSA effected most of the legislative changes which had been recommended by Conrail and USRA in the Reports required by Section 703 (b)(i) of the Staggers Act.

The salient provisions of NERSA were described in the previous State Rail Plan Update. NERSA, together with the Staggers Act and actions taken by Conrail management and its constituent labor union organizations, has produced the emergence of Conrail as a profitable railroad no longer dependent upon federal financial assistance.

B. Objectives

The Massachusetts State Rail Assistance Program was developed within the context of the Federal legislation discussed in Section A. The program is further delineated by various Massachusetts laws which are summarized in Appendix B.

Section 266.15 C.1. of the Federal Rail Assistance Regulations requires each State to list the objectives of its rail program. The objectives of the Massachusetts program are as follows:

1. Preserve essential rail freight transportation services that would otherwise be abandoned.

The Commonwealth previously subsidized freight service on seven railroad branch lines formerly operated by the Penn Central Transportation Company. The lines were all excluded from the United States Railway Association's Final System plan for restructuring railroads in the Northeast and Midwest. Without provision of the subsidies, shippers on these lines would have lost rail service as of April 1, 1976, with immediate and unacceptable impacts to the economy of the areas involved.

Initially all seven lines were operated by Conrail on a full cost recovery basis under an agreement between EOTC and Conrail partially funded with federal grants. All of these lines are now leased to three short line railroad carriers. The Commonwealth has formulated a policy towards state financial assistance for these carriers that seeks to put state funds into the infrastructure of the railroad and not into its operations. EOTC previously funded maintenance of

way expenses for a temporary period until such time as appropriate rehabilitation of the track is completed. This policy removes the Commonwealth from the area of providing operating subsidies to short line operators and shippers and leaves to those parties the subject of services, rates, agreements and contracts-----matters that most shippers and operators agree are best left to them and the market place.

2. Improve the physical plant on branch lines in order to increase quality and safety of service and reduce operating and maintenance expenses.

Major upgrading projects have been undertaken on six of the original seven subsidized lines. This has resulted in raising of speed limits of the lines from as low as 8 mph to 25 mph. This reduces both operating and maintenance costs substantially. The chance of derailments is also reduced as track condition improves. Major upgrading projects are now planned or underway for additional lines abandoned by Conrail and transferred to public ownership and short line operation.

3. Encourage businesses to continue or increase their use of rail service whenever this results in effective utilization of resources.

Attraction of new rail traffic for which revenue exceeds avoidable cost improves the economics of line operations.

In some cases, however, the additional operating costs of new traffic could exceed revenue, so attraction of this traffic would only weaken the financial status of a line. In some cases shippers may be better off paying higher rates on the commodities already shipped by rail than by diverting to rail additional traffic that is carried more efficiently by other modes. The Commonwealth has worked and will continue to work with shippers on branch lines in determining the optimal mix of transportation services to meet their needs.

4. Preserve abandoned railroad rights of way having strong potential for future transportation or other public use, where such preservation is consistent with the goals of the local communities contiguous to the lines.

Public preservation of railroad rights of way in Massachusetts pre-dates the Rail Service Assistance Program. Sections of several former rail routes in the Commonwealth have been acquired by cities or towns for recreational uses such as hiking and bicycle paths. The Massachusetts Bay Transportation Authority (MBTA) now owns over 450 miles of railroad lines and abandoned rights of way in Massachusetts. Some of these lines are used for passenger and freight service, some for freight only, and some are not used currently but have been preserved for possible future use.

Since April 1, 1976, EOTC has acquired approximately 175 miles of railroad route miles within the Commonwealth of Massachusetts.

5. Minimize loss of existing jobs and encourage creation of new jobs, especially in sections of the Commonwealth having chronic high unemployment rates.

Availability of rail service may be the critical factor in determining whether or not certain firms will remain in business in the Commonwealth. Many firms considering opening plants place availability of rail service high on their lists of requirements as well. Consequently, by preserving rail service, the Commonwealth can preserve existing jobs and generate additional employment. Some of the lines previously under subsidy serve areas where unemployment has been a persistent problem.

6. Keep operation of railroad lines in the private sector, with service provided either by the established railroad companies or by qualified new short line operators.

The seven branch lines previously under subsidy are now leased to privately-owned, short line carriers under agreements with EOTC. The Commonwealth does not intend to assume operation of railroad branch lines directly itself as a common carrier under the provisions of the Interstate Commerce Act.

7. In cases where a railroad has demonstrated conclusively that it should be permitted to abandon a railroad line segment, the railroad position should be supported and railroad users should be assisted in efforts to meet the competitive challenges posed by the abandonment.

In several instances during the past five years, the

EOTC has assisted the Boston and Maine Corporation to abandon certain lines where the cost/benefit analysis of operations of the line indicated that abandonment constituted the only reasonable course of of action. The EOTC and the Railroad in each instance cooperated with affected users to adjust their transportation practices as the result of the abandonment.

8. Promote "Line Transfers" between Class I railroads and between Class I railroads and other railroads where geographic, operational and financial conditions indicate mutual benefits to the railroads involved and to the other public and private interests affected.

During the period of railroad expansion within the Commonwealth of Massachusetts during the nineteenth century, the original "trunk line" railroads constructed railroad branch lines into each other's territory in the name of competition. During the past era' of the railroad mode of transportation having a practical monopoly of freight service, railroad intramodal competition was predicated on a sound basis. The development of truck transportation and the general decrease in the railroad traffic base has rendered the case for competition unrealistic in many instances. The transfer of a given branch line, in whole or in part, from one carrier to another carrier will result in a financial benefit to both carriers in certain instances.

9. State Investment in the Rehabilitation of railroad rights-of-way and facilities will be made only when such rights-of-way and facilities are in public ownership.

The general principle was enunciated by the Massachusetts Legislature (otherwise known as "The Great and General Court") in the 1975 railroad program legislation (Chapter 859 of the Acts of 1975) that state investment in railroad rights-of-way and appurtenant facilities were permissible only when such rights-of-way and facilities were in public ownership.

The principle was confirmed by the enactment of Chapter 732 of the Acts of 1981 which provided additional funding authority for EOTC acquisition and rehabilitation of railroad freight and passenger lines within the Commonwealth of Massachusetts.

10. Allocate Federal, State and local funds available for the Rail Assistance Program in the manner producing maximum overall benefit.

Each state is entitled to Federal Rail Assistance Funds in proportion to the number of miles or rail line in the state meeting eligibility requirements for such funds, except that each state is entitled to at least one percent of total funding. Massachusetts falls in the one percent category. If all potential

assistance projects in the Commonwealth were funded, the cost would far exceed the federal funding available. It is therefore necessary to establish priorities and to fund those projects that will produce maximum benefit within federal and state budget constraints.

CHAPTER II

THE RAIL SYSTEM IN MASSACHUSETTS

A. Overview

Massachusetts is currently served by ten operating railroad companies. Of these, two are Class I Railroads (gross revenue in excess of \$50 million per year), two are Class II Railroads (gross revenue between \$10 million and \$50 million per year), and six are Class III Railroads (gross revenue under \$10 million per year). Five of the ten railroads operate directly within or into other states. Five have operations confined to the Commonwealth but interchange traffic with interstate railroads. Freight service is provided on approximately 1300 railroad route miles in Massachusetts.

Most of the railroad freight carried in Massachusetts is interstate traffic, since point to point distances within the state are relatively short, thus making truck service highly competitive. The maximum separation of any two towns in the state is about 250 miles by highway. In discussing the Massachusetts rail system, it is essential to consider its relationship to the regional and national rail networks as well as the service it performs within the state.

The Massachusetts railroad system is depicted on Map II-1.

The most heavily used rail route serving the Commonwealth is the Conrail New England Division Main Line, formerly the Boston and Albany Railroad. This line extends to Boston from a point on the Hudson River South of Albany, N.Y.,

where it connects with a line into Conrail's Selkirk, N.Y. yard. All traffic destined for Conrail points in New England except southwestern Connecticut enters Massachusetts on this line. At Selkirk, there are connections with Conrail lines extending west to Chicago and St. Louis and south to Washington, D.C. Massachusetts points served directly by the New England Division Main Line include Pittsfield, Springfield, Worcester, Framingham and Boston.

The second most heavily used rail route serving Massachusetts is actually a combination of portions of three Boston and Maine Corporation Main Lines and two branch lines which form a through route between Mechanicville, New York and Portland, Maine. This route consists of part of the Fitchburg Route Main Line between Mechanicville and Willows (Ayer) Mass. (154.2mi.), the entire Stony Brook Branch from Willows to North Chelmsford (10.9 miles), part of the New Hampshire Route Main Line from North Chelmsford to Bleachery (Lowell) (3.9 miles), the entire Lowell Branch from Bleachery to Lowell Junction (7.6 miles) and part of the Western Route Main Line from Lowell Junction to Rigby Yard (South Portland), Maine, (91.4 miles).

Most Boston and Maine Corporation traffic moving between points west and south of New England and points in Massachusetts, New Hampshire and Maine uses at least part of the Mechanicville-Portland route. At Mechanicville, traffic is interchanged with the Delaware and Hudson Railroad for Montreal, Buffalo and Washington, D.C. At Rotterdam

Junction, N.Y., 21 miles west of Mechanicville on the Fitchburg Route, the B&M interchanges traffic with Conrail. At South Portland, the B&M interchanges traffic with the Maine Central Railroad and the Canadian National Railway via the Portland Terminal Company. Fifty percent of Maine Central interline traffic travels over this route. Massachusetts points served directly by the Mechanicville-Portland route include North Adams, Greenfield, Fitchburg, Ayer, Lowell, Lawrence, and Haverhill. The B&M serves Boston by means of the 25 mile line between Lowell and Boston.

The third most heavily used rail route serving Massachusetts is the Boston and Maine Connecticut River Route Main Line, which runs from Springfield, Massachusetts to White River Junction, Vermont, a distance of 123.2 miles. Between East Northfield, Massachusetts and White River Junction, this line is used jointly by the Central Vermont Railway and the Boston and Maine, with some segments of the line owned by each company.

North of White River Junction, the Central Vermont Railway Main Line provides a link to its parent system, the Canadian National Railway, near the international border at East Alburg, Vermont. The Boston and Maine Berlin Route Main Line provides a link between the Connecticut River Route at White River Junction and the Canadian Pacific Railway at Wells River, Vermont. The B&MRR and the Canadian Pacific operate daily through freight trains between White River Junction and Newport, Vermont, near the international border. As its

southern terminus, the Connecticut River Route connects with the Conrail New England Division Main Line and the Amtrak/Conrail New Haven-Springfield Maine Line. As a result of an FRA decision under NERSA, the Boston and Maine was granted limited trackage rights to provide direct freight services over the AMTRAK-owned route between Springfield, Massachusetts and New Haven, Connecticut and over certain branch lines in the Waterbury area in Connecticut. Conrail, as well as the B&MRR, operates freight service along this line segment. At Greenfield, the Connecticut River Route crosses the B&MRR's Fitchburg Route Main Line, which forms part of the Mechanicville-Portland route described previously. The B&MRR's largest freight yard, East Deerfield, is located on the Fitchburg Route just east of the Connecticut River Route crossing. A one mile branch known as the East Deerfield loop provides access into the yard from the Connecticut River Route.

Table II-A below shows a breakdown of the railroad freight carriers, together with the route mileage (exclusive of mileage operated under a trackage right arrangement involving another freight railroad) operating within the Commonwealth of Massachusetts.

Table II-A

Massachusetts Freight Railroads and Route MilesClass I Railroads

<u>Carrier</u>	<u>Route Miles</u>
Boston and Maine Corporation	530
<u>Consolidated Rail Corporation</u>	429
Sub Total	959

Class II Railroads

<u>Carrier</u>	<u>Route Miles</u>
Providence and Worcester	77
Central Vermont	55
<u>Sub Total</u>	<u>132</u>

Class II Railroads

<u>Carrier</u>	<u>Route Miles</u>
Bay Colony	118
Massachusetts Central	27
Pioneer Valley	24
Grafton and Upton	16
Springfield Terminal	5
Fore River	2
<u>Sub Total</u>	<u>192</u>
GRAND TOTAL	1283

B. Consolidated Rail Corporation (Conrail)1) General Description and Background.

The Consolidated Rail Corporation was established under the Regional Rail Reorganization Act of 1973 (3R Act) for the purpose of acquiring the operating certain lines of bankrupt railroad companies in the Northeast and Midwest. Lines to be acquired by Conrail were identified in the Final System Plan of the United States Railway Association (USRA), which was also established by the 3R Act. Conrail commenced operations pursuant to the Plan on April 1, 1976. Conrail is organized as a "for-profit" corporation, not as a government agency, but it had required substantial federal funds to cover capital improvements and operating losses until 1981.

In Massachusetts all lines taken over by Conrail were operated by the Penn Central Transportation Company prior to April 1, 1976. The Penn Central System in Massachusetts was in turn made up of former routes of the New York Central Railroad, and the New York, New Haven and Hartford Railroad (New Haven Railroad). The New York Central was merged with the Pennsylvania Railroad to become the Penn Central on February 1, 1968, and the New Haven was merged into the Penn Central on December 31, 1968. All New York Central lines in Massachusetts were once part of the Boston and Albany Railroad which was leased to a predecessor of the New York Central in 1900. The New Haven System was formed through a series of mergers of numerous smaller companies, but most of its lines in Massachusetts were once part of either the Old Colony Railroad, the Boston and Providence Railroad or the New England Railroad.

Prior to its inclusion in Penn Central, the New Haven Railroad had been in bankruptcy since July 1961. Penn Central declared bankruptcy in June 1970.

Conrail currently operates approximately 429 route miles of railroad in Massachusetts. This amount represents a reduction of 237 route miles (35.6% drop) in route miles operated by Conrail within the Commonwealth since the passage of NERSA. Most of these route miles are now being operated by other railroad carriers. The balance has been abandoned.

Conrail operates no passenger service in Massachusetts for its own account. The daily Lake Shore Limited is operated by Conrail on the New England Division Main Line under contract with Amtrak.

There have been no route system changes in the Conrail route system within Massachusetts since the publication of the 1981-1982 State Rail Plan update. Under the provisions of NERSA, Conrail is not required to file with the ICC an annual System Diagram Map which outlines potential changes in the Conrail route system. Neither has Conrail filed any advance notice of intent to seek abandonment of railroad routes within Massachusetts under NERSA.

Conrail was required to submit to two "profitability tests" conducted by USRA under the NERSA statute. USRA certified that Conrail has passed both tests and thus USDOT has continued to promote a sale of Conrail as a single entity to another party or parties.

Having passed both profitability tests mandated by the Congress, USDOT has proceeded to solicit individual bids by other parties to bid for the common stock of Conrail held in the name of the United States Government. The bidding process produced fourteen bids which were reviewed by the federal government.

Subsequently, the list of 14 bidders was first reduced to six of the bidders and later narrowed to three bidders. As of the date of this State Rail Plan Update, the three

bidders still in contention are the Norfolk-Southern Corporation, the Alleghany Corporation and a group headed by J. Willard Marriott. The timing of a decision by the USDOT on one of these three bids as the successful bid is unknown. New legislation permitting the sale of Conrail to another party will be required. Such legislation has been drafted by USDOT and presented for action by the Congress. Congress took no action on this legislation in 1984.

Upon review of the status of the Conrail sale issue, the Governor of the Commonwealth of Massachusetts on July 30, 1984 wrote to the Secretary of the United States Department of Transportation setting forth the policy position of Massachusetts with regard to the sale of Conrail. This letter is reproduced at the end of this Chapter. In essence, the letter states that it is premature to sell the federal government interest in Conrail based upon the information available at that time.

On October 24, 1984, Conrail management disclosed its own plan for the return of Conrail to the private section through a sale of the corporation stock held by the federal government (85% of the total outstanding common stock). This plan is described in Appendix D of this State Rail Plan document.

The future fate of Conrail is a matter of vital importance to the freight transportation network of Massachusetts and EOTC intends to continue its deep involvement in this issue.

The present Conrail route system within Massachusetts is shown on Map II-2.

C. Boston and Maine Corporation (B&MRR)

1) General Description and Background

The Boston and Maine Corporation was organized in 1964 as successor to the Boston and Maine Railroad which had been incorporated in 1919 as a reorganization of an 1835 New Hampshire corporation. The present corporation was in bankruptcy between March 12, 1970 through June 30, 1983. The system operated by the Boston and Maine Railroad was formed through a series of mergers of numerous smaller companies. Most B&MRR lines in Massachusetts were once part of the Eastern Railroad, the Boston and Lowell Railroad, the Fitchburg Railroad, or the Connecticut River Railroad.

The Boston and Maine Corporation currently operates freight service over approximately 530 route miles within the Commonwealth of Massachusetts.

In mid June of 1983, the B&MRR Corporation emerged from over thirteen years of bankruptcy when sale of the railroad assets to Guilford Transportation Industries (GTI) was consummated. GTI had previously acquired the Maine Central Railroad in 1981. GTI subsequently acquired the Delaware and Hudson Railroad in January of 1984. Although the three railroads now form the GTI family of lines, the separate corporate structure of the respective railroads has been continued. Overall management policy and control, however, will be vested in GTI in order to maximize the revenues of the

three railroads and to achieve operating efficiencies on a GTI systemwide basis. GTI had submitted a plan to US DOT to acquire the federal government interest in Conrail.

The successful reorganization of the B&MRR marks the first time that no Class I railroad operating within Massachusetts was in bankruptcy since mid 1961 except for the brief period between the Penn Central Company acquisition of the former New York, New Haven and Hartford Railroad Company properties in January of 1969 and the bankruptcy of the B&MRR in March of 1970. The Commonwealth is most hopeful and confident that the extended period of Class I railroad bankruptcies will not be repeated in the future. Railroad bankruptcies create frustration and uncertainty among railroad users, railroad management, railroad labor and public officials involved in railroad activities.

2) B&MRR System Changes Since 1982

System route changes for the B&MRR since the publication of the most recent State Rail Plan update have been minor and are detailed elsewhere in this Update.

The B&MRR route system within Massachusetts is shown on Map II-3.

D. Providence and Worcester Railroad Company (P&WRR)1) General Description and Background.

The Providence and Worcester Railroad Company is a wholly owned subsidiary of Capital Properties, Incorporated which took its present name on July 31, 1984.

The Providence and Worcester Railroad was originally incorporated separately in Rhode Island and Massachusetts in 1844. The Massachusetts Corporation was merged into the Rhode Island Corporation in 1845. The Company's main line between Providence and Worcester was opened in 1847. In 1892 the P&WRR was leased to the New Haven Railroad for 99 years, after being operated for three years by another company absorbed by the New Haven. When the New Haven Railroad merged into the Penn Central, the P&WRR was initially operated by Penn Central under the terms of the old lease. The P&WRR Board of Directors found that independent operation would be more beneficial than the new lease terms that Penn Central was offering. After lengthy regulatory proceedings, the P&WRR commenced independent operations in February 1973. At that time the Providence and Worcester Company became the operating company. Initial operation of the 45 miles of track included the Main Line between Providence and Worcester and a short Branch Line in Rhode Island.

The P&WRR expanded in February 1974 by acquiring the Boston and Maine Corporation (B&MRR) Gardner Branch

which was to have been abandoned. On April 1, 1976 the former Norwich and Worcester Railroad line between Worcester and Plainfield, Connecticut and the Penn Central lines between Plainfield and Versailles, Connecticut and between Southbridge and Webster, Massachusetts plus several branches in Rhode Island were conveyed to the P&WRR as part of the Northeast Railroad Reorganization. On June 1, 1980, the P&WRR acquired the former Norwich and Worcester Railroad line between Plainfield and Groton, Connecticut, and the former New Haven Railroad line in Groton, Connecticut, which line is known as the Old Groton Main.

2) P&WRR System Changes Since 1982

On May 1, 1982, under Section 305 (f) of the Regional Rail Reorganization Act of 1973, as amended, Conrail transferred Ownership and Freight Service Obligations from seven segments of track in the State of Rhode Island totalling 32.8 miles to the P&WRR. Conrail also transferred the Freight Service Obligation on the Amtrack Northeast Corridor in the following segments: MP101.2 - MP 141.1 in the State of Connecticut and MP 141.1 - MP 190.8 in the State of Rhode Island. This transfer leaves the P&WRR as the sole Freight Operating Railroad in Rhode Island. The P&WRR received overhead trackage rights from Conrail in order to serve the Newport Secindary in Rhode Island via the Attleboro Secondary from MP 0.0 to MP 9.4, the New Bedford Branch from

MP 9.4 to MP 13.3, the New Bedford Secondary MP 13.3 to MP 16.9 and the Newport Secondary from MP 0.0 to the Rhode Island - Massachusetts State Line at MP 14.2.

In conjunction with serving the Rhode Island portion of the Newport Secondary, the P&WRR also received overhead trackage rights in Massachusetts over the Shore Line from MP 190.8 and MP 197.5 from Conrail and from the MBTA by agreement

On September 28, 1984 the Providence and Worcester Railroad Company purchased approximately 4 miles of trackage in Worcester, Massachusetts from the Boston and Maine Corporation which now gives the P&WRR a continuous rail line from Providence, Rhode Island and Groton, Connecticut to Gardner, Massachusetts. P&WRR also purchased an additional mile of trackage in Gardner, MA from the B&MRR Corporation moving the northerly property line of its Gardner Branch north to the entrance of the B&M's Yard in Gardner.

The P&WRR now operates more than 390 route miles of railroad in its system, of which over 130 miles are in the Commonwealth of Massachusetts.

E. The Central Vermont Railway, Inc. (CV)

The Central Vermont Railway was incorporated in August 1929 as a reorganization of a similarly named company, the origin of which dated from the 1840's. All stock of the CV is owned by the Grand Trunk Corporation, which is in turn owned by the

Canadian National Railway Company. The CV Main Line between New London, Connecticut and East Alburg, Vermont runs through the Commonwealth from the Connecticut line at Monson to the Vermont line at East Northfield, a distance of 55 miles. The CV has no other lines in Massachusetts except for industrial and yard tracks. The entire Central Vermont system consists of 303 owned route miles and 74 route miles of operating rights in Connecticut, Massachusetts, New Hampshire, Vermont and the Province of Quebec. The Central Vermont currently operates no passenger trains within Massachusetts.

There has been no change in the Massachusetts segment of the Central Vermont Railway System since the most recent State Rail Plan publication.

The route systems of the P&WRR and CV, which are the two Class II railroads operating within the Commonwealth of Massachusetts, are shown on Map II-4.

F. Bay Colony Railroad Corporation (Bay Colony)

The Bay Colony Railroad Corporation was created by a Special Act of the Massachusetts Legislature in 1977.

The Corporation was formed by a group of local businessmen for the purpose of operating railroad freight services within the Southeastern Massachusetts area which had been the subject of abandonment consideration by USRA. When EOTC decided to select Conrail as the designated operator to provide continued railroad freight service on the Cape Cod Light Density Line segments, Bay Colony awaited further

developments in this area. Upon the disclosure by Conrail that it would pursue large scale abandonment of its common carrier railroad operations within Southeastern Massachusetts, Bay Colony responded with renewed interest in the potential of becoming a short line operator of railroad freight services in this portion of the Commonwealth.

After a lengthy and complex process of EOTC acquisition of railroad line segments from Conrail, the Penn Central Corporation and the MBTA, and EOTC review of railroad proposals, Bay Colony executed a lease and operating agreement with EOTC whereby Bay Colony replaced Conrail as the operator of specified line segments within eastern Massachusetts on June 14, 1981. Bay Colony now has the right to operate 118 route miles within the Commonwealth of Massachusetts. Bay Colony does not operate any lines in any other state.

There has been no change in the Bay Colony route system since 1982.

The Bay Colony route system is shown on Map II-5, together with the route systems of the other five Class III railroads operating within the Commonwealth of Massachusetts.

G. Massachusetts Central Railroad Corporation (MCRR)

The Massachusetts Central Railroad was incorporated December 16, 1975, with the purpose of acquiring and operating railroad branch lines in Massachusetts. During its first

three years, (MCRR) provided switching service at various locations as a contractor. In January, 1979 this railroad began providing freight service on the 1.4 mile Boston and Maine spur line to the Ludlow Corporation plant in Ware under the Authority of an ICC car service order. On December 11, 1979, the Mass. Central commenced operations of the portion of the Ware River Secondary Track between Quaboag Junction and South Barre (23.4 miles) as Designated Operator for the Commonwealth. Conrail was previously the Designated Operator of this line, which is now owned by the Executive Office of Transportation and Construction. In May 1980, Massachusetts Central began running trains over the 1.6 mile segment of the Ware River Secondary between Quaboag Junction and Palmer under a trackage agreement with Conrail.

In the period between December 11, 1979 and July 31, 1982, federal and state operating subsidy support was available to the Massachusetts Central Railroad Corporation in the operation of freight services over the Ware River Secondary Track. Since August 1st of 1982, the Railroad has operated without operating subsidy support.

11. Pioneer Valley Railway Company (PV)

The Pioneer Valley Railway Company is a newly organized, wholly-owned, subsidiary of the Pinsly Company. The Pinsly Company, formerly known as the S.M. Pinsly Company, has had

long and extensive experience in the operation of a short line railroads within the New England area and other southeastern states. The Pinsly Company has long been headquartered in Boston, Massachusetts.

The PV now owns and operates the former Conrail Holyoke and Florence Secondary Lines in western Massachusetts after a protracted proceeding before the FRA in conformance with the mandate of NERSA that these lines be sold to another qualified railroad carrier.

<u>Line</u>	<u>Description</u>	<u>Miles</u>
Holyoke	Westfield to Holyoke	11.8
Florence	Westfield to Easthampton	13.6

The Boston and Maine Corporation sold to the 1.7 mile southern segment of its 3.3 mile Easthampton Branch which is contiguous to the northern end of the PV Florence line. This sale provided PV with an additional significant railroad freight service user and, at the same time, facilitated the abandonment of the balance of the B&MRR Easthampton line which was in a seriously deteriorated physical condition. The EOTC supported this sale as a service coordination program which is of significant benefit to the railroads, to users, and to the economic base of the area involved.

I. Grafton and Upton Railroad Company (G&U)

The Grafton and Upton Railroad Company was incorporated in October 1873 as the Grafton Center Railroad. This company

opened a narrow-gauge rail line between Grafton Center and North Grafton in August 1874. The line was converted to standard guage in September 1887, and in February 1888 the present name was adopted. The G&W was extended to West Upton in March 1889 and to Milford in May 1890.

In 1902 the Grafton and Upton was electrified and streetcars were substituted for conventional passenger trains. Steam-powered freight operations continued until about 1920, when electric locomotives were acquired. Passenger operations ended in August 1928. Diesel-electric locomotives replaced electric freight locomotives in 1947. Today the G&U operates a 15.4 mile route between the Conrail New England Division Main Line at North Grafton and the Conrail Milford Secondary Track at Milford. All freight interchange takes place at North Grafton.

For many years the Grafton and Upton was owned by its largest shipper, the Draper Company of Hopedale. In the early 1970's Draper's parent company, Rockwell International, phased out operations at the Hopedale plant. In January 1979 the G&U was sold to a group of private investors based in Worcester.

On September 30, 1982, the President of the Grafton and Upton Railroad Company submitted a formal proposal to the Secretary of EOTC whereby the G&U main line would be sold to EOTC, rehabilitated by EOTC and leased back to the Grafton and Upton on a long term basis for continued operation without any public financial support. Since the receipt of this proposal,

EOTC agreed to provide a temporary state-funded operating subsidy to the G&URR for the period June 1, 1983 through December 31, 1983 pending a determination by EOTC on the sale proposal. In early 1984, EOTC determined that it would not purchase the railroad main line. EOTC continues to work with the railroad and line users on alternative programs to meet the transportation needs of current customers of the Grafton and Upton Railroad.

There have been no changes in the G&U route system since the last Rail Plan Update was issued.

J. Springfield Terminal Railway Company (STR)

The Springfield Terminal Railway Company is a wholly-owned subsidiary of the Boston and Maine Corporation. Prior to 1982, this company operated branch line railroad service outside Massachusetts within northern New England.

Springfield Terminal replaced Conrail as the operator of the East Longmeadow Secondary Track between Springfield, Massachusetts and Enfield, Connecticut, a distance of approximately ten miles in April of 1982. The East Longmeadow branch was sold by Conrail to the Boston and Maine Corporation in accordance with the Expedited Transaction Proposal process contained in NERSA. In September of 1982, the B&MRR assumed direct operation of this branch line in place of the STR.

Springfield Terminal has also assumed operation of approximately five miles of the Lowell Secondary Track between West Concord and Acton. This line segment was acquired by EOTC from the Penn Central Corporation early in 1982. Conrail had provided service to customers on the Lowell Line as designated operated for the Commonwealth from

April 1, 1976 to August 15, 1982. Conrail subsidy requirements, as documented in the 1980 State Rail Plan Update, had become excessive in recent years. Springfield Terminal now operates service to Lowell Line customers from a shorter, more efficient interchange with the Boston and Maine Corporation as the designated operator for the Commonwealth of Massachusetts without any financial assistance.

Springfield Terminal operates this line with a portable Trackmobile which is assigned to other branch line operations within southern New England during time periods when it is not operating Lowell Line service.

STR had operated branch line service as the agent for the Bay Colony Railroad but such operations have now been discontinued by STR.

K. Fore River Railroad

The Fore River Railroad was incorporated January 6, 1919 to operate a private railroad that had been constructed in 1903 to serve the shipyard on the Quincy side of the Weymouth Fore River. The railroad has always been under the same ownership as the shipyard, but also serves other customers as a common carrier. The General Dynamics Corporation of St. Louis, Missouri has owned the shipyard and railroad since 1964.

The main line of the Fore River Railroad is 2.4 miles long. The railroad has never operated passenger service. Its sole connecting outlet is with Conrail in Braintree.

No changes have occurred to the Fore River Railroad since its inception.

W.C.

Ho
U.S.
4th
Was

Dea

I a
on
wri

I h
chu
See
sev
tha
ins
rai
I h
of
owne
the

From
time
repr
bear
allo
vari
In a
Walt
conc
prop
state
priv
Thei
conc
nine
affec



THE COMMONWEALTH OF MASSACHUSETTS

EXECUTIVE DEPARTMENT

STATE HOUSE • BOSTON 02133

MICHAEL S. DUKAKIS
GOVERNOR

July 30, 1984

Honorable Elizabeth Dole
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Secretary Dole:

I appreciate the fact that you have kept in close contact with me on the issue of the sale of Conrail to private ownership. I am writing to share with you our policy position at this time.

I have reviewed the available information with leaders of Massachusetts industry, with labor leaders, and consulted with my Secretary of Transportation, Fred Salvucci, and I have come to several hard conclusions. It has become increasingly clear to me that more time is needed to develop the appropriate long range institutional mechanism to provide for the provision of high quality railroad freight services in the Northeast quadrant of the nation. I have also come to the conclusion that the imposition at this time of arbitrarily imposed deadlines for the selection of a new private owner can only damage the future of railroad freight service for the Northeast and Midwest.

From the point of view of local private enterprise, clearly more time is needed. The Associated Industries of Massachusetts (A.I.M.) representing 2600 member companies, has requested that "public hearings should be held throughout the Northeast and Midwest to allow all affected parties to participate in and comment upon the various bids that have been tendered to the federal government." In a letter which I have hereto attached for your information, Walter Muther, President of A.I.M., summarizes: "A.I.M.'s basic concern is that a decision should be made to dispose of the Conrail property after adequate and thoughtful review by the Congress, the states and localities to be affected by this decision, and, by the private sector interests that depend upon rail service from Conrail." Their letter notes that "after fourteen years effort.....a decision concerning Conrail's future is about to be made within the next ninety days, without provision for formal participation from the affected public and private sector parties in the region." In

requesting this increase in time, I am supporting the policy position of Massachusetts private industry as expressed through its formal lobbying group.

From the point of view of Labor, it is clear to me that more time is needed to create the new corporate entity. In the impressive renaissance of Conrail, let us not forget that labor has already "paid its dues". Conrail exists today largely because of the significant sacrifices of its operating personnel. The workers of Conrail must have a significant role in the new corporate entity to own Conrail. Indeed, if I could have seen an appropriate marriage between existing management, significant levels of employee ownership, and enough new outside capital to make the deal workable, I would be tempted to push forward now with an orderly process for the Government sale. But, seeing no such offer on the table, it is clear to me that the existing workers of Conrail must be given a carefully structured opportunity to gain the long term equity position they so clearly deserve, and for which they have already paid a significant "down payment". In addition, it is important to recognize that the continued provision of effective rail service in the Northeast is fundamental to the interests of workers in industries other than Conrail. I am gravely concerned that the unstructured bargaining process over the last several weeks, where the rules and even the players are undefined, is simply not conducive to the best long term interests of the workers of Conrail. After having conferred with labor leaders in Massachusetts, I support their requests that appropriate time be given to derive a position of justice and equity for the present worker/owners of Conrail.

And lastly, from the point of view of Government, I see no pressing need to rush through the process of sale. I first became Governor of the Commonwealth a decade ago, before Conrail was created. That was a very difficult time for us - a time when sound economic development strategy decisions were constrained by a significant dark cloud: for many geographic areas the question was, "would there be any rail service at all in the future?" Successive private managements more interested in real estate speculation than in railroad operations had left a neglected and deteriorated physical plant, a dispirited labor force, and discouraged customers. Today, my transportation and economic strategy planners are able to make decisions for decades into the future, with considerable certainty about the continued existence of Conrail. We now have a Northeastern freight railroad that works well. We have a management of that company that communicates with my staff on a daily basis - a management in which we have the highest confidence. After six years of creation and eight years of nurturing, Conrail now seems able to produce a profit during certain specific economic conditions for

Honorable Elizabeth Dole

July 30, 1984

Page 3.

the industrial Northeast. I respectfully suggest that what Conrail needs now is a continuation of its present structure under the remarkable leadership of L. Stanley Crane. Let us continue to build the kind of upper and middle level management strength that is so crucial to the type of industry which is especially vulnerable to economic downswings. A continuation of the present structure costs the government nothing, but leaves in place a specifically defined mechanism for later intervention by the federal government in the event that Conrail encounters substantial financial difficulty. Surely this is a superior public policy alternative to the option which we all dread most - a hastily conceived government bail-out of a private corporation formed too quickly, without the resources and management strength for the long haul.

Very truly yours,

/s/ Michael S. Dukakis

Michael S. Dukakis
Governor

AS
NF
Of

402
708
007

He
Sp
ot
Ca
Wa

De

I
st
un

On
he
ho
Un
di
va

A
Co
fec
No
Co
tra

As
Jun
yea
ban

In
del
reg
reg
Tha
stu
reg

It
pro
sma
tear



ASSOCIATED
INDUSTRIES
OF MASSACHUSETTS

June 19, 1984

462 BOYLSTON STREET
BOSTON, MA 02116
(617) 262-1180

Honorable Thomas P. O'Neill, Jr.
Speaker of the U.S. House
of Representatives
Capitol Building
Washington, D.C. 20510

Dear Mr. Speaker:

I am writing on behalf of Associated Industries of Massachusetts (AIM) to express our strong concern about the pending sale of Consolidated Railroad Corporation (Conrail) under the provisions of the Northeast Rail Services Act of 1981.

On Thursday, June 21, 1984, the United States Senate Commerce Committee will be holding hearings to ascertain the status of the Conrail situation. The Commerce Committee is holding hearings because yesterday, June 18, 1984, marked the deadline for receipt by the United State Department of Transportation for bids from private sector parties for the disposition of Conrail. The Commerce Committee hearings will ascertain the status of the various proposals that were submitted to the DOT.

A variety of private sector interests have formally expressed interest in acquiring Conrail. AIM's principal concern is that in the effort to dispose of Conrail, the federal government should take into account the serious need of shippers throughout the Northeast and Midwest to be assured that continuous rail service will be provided by Conrail to the manufacturing and business interests that rely upon Conrail for transportation services to and from markets throughout the United States.

As you will recall, the Penn-Central Railroad went into bankruptcy fourteen years ago in June, 1970. It took Congress and the federal Department of Transportation almost three years to study ways to set up the mechanism to decide what to do about the Penn-Central bankruptcy along with those of six other railroads in the Northeast and Midwest.

In creating the United States Railway Association (USRA), Congress wisely decided upon a deliberative and inclusive process for evaluating the freight railroad needs of the region. The USRA took more than two years to study the rail freight configuration in the region, resulting in the recommendation to create the Consolidated Railroad Corporation. That recommendation was approved by Congress in 1976 after several years of deliberative study involving the states of the Northeast and Midwest and the affected parties in the region from the private and public sectors.

It has taken almost eight years since 1976 for Conrail to become a very effective and profitable railroad, serving the manufacturing needs of our state and region. In no small part, this has been made possible through the leadership of an excellent management team directed by L. Stanley Crane, Chairman and Chief Executive Officer of Conrail and



... for a more competitive Massachusetts

the Conrail employees. Now, after fourteen years of painstaking effort to bring about this result, a decision concerning Conrail's future is about to be made within the next ninety days, without provision for formal participation from the affected public and private sector parties in the region.

This is a situation which concerns the private sector in Massachusetts. AIM's basic concern is that a decision should be made to dispose of the Conrail property after adequate and thoughtful review by the Congress, the states and localities to be affected by this decision, and, by the private sector interests that depend upon rail freight service from Conrail.

Accordingly, we are taking the following actions on behalf of AIM's 2600 member companies:

First, we are formally requesting our entire Massachusetts Congressional delegation to take such steps as are necessary to assure that, before a decision is made concerning Conrail, public hearings should be held throughout the Northeast and Midwest to allow all affected parties to participate in and comment upon the various bids that have been tendered to the federal government. To the extent that existing federal law does not provide for adequate time for such hearings to be held before a decision by the federal DOT and Congress, we are requesting that you and your colleagues take such legislative actions as are necessary to provide for such time for these hearings.

Second, we are contacting our colleagues in private sector organizations throughout the Northeast and Midwest to ask them to join with us at their earliest convenience to discuss this most important matter. It is our hope that we can decide upon a common course of action to present to our respective Congressional delegations.

I regret that such steps are necessary. However, the press reports of the bids being received by the federal DOT and the absence of specific guidelines that protect service to shippers in the affected region make such a course of action necessary. In any event it seems to us that such an important decision should not be made by the federal DOT without extensive participation and comment by the affected parties.

We very much appreciate your past efforts and leadership that has insured that our state's economic interests are articulated. I look forward to our continued work together to assure our state and region of continuous freight rail service.

Sincerely,



Walter P. Muther
President

Railroad Passenger Service in Massachusetts

A. Introduction

The Federal Rail Assistance Regulations do not require descriptions of railroad passenger service in each state. In Massachusetts, however, the future of passenger service has an important bearing on the future of freight service. Nearly 35 percent of the railroad route mileage operated within the Commonwealth has daily commuter or intercity passenger service operations in addition to freight service operations. On lines used predominantly by commuter and intercity passenger trains, capital investment and maintenance costs are borne largely by the passenger operation, with a user fee being charged to freight service in certain cases. If passenger service were discontinued on some of these lines, it would be difficult to continue freight service without external financial assistance or substantial rate increases.

B. Background of railroad passenger service in the Commonwealth.

1) Commuter

Between 1835 and 1885, when most of the railroad routes now serving Massachusetts were originally built, railroad were the fastest means of passenger transportation except for very short trips. About 98 percent of the railroad route mileage in the Commonwealth once carried regularly-scheduled passenger trains. The development of the automobile and improvements to the road system in the beginning years of the twentieth century resulted in substantial ridership losses,

which led to cutbacks and discontinuance of passenger service on many branch lines as early as 1910. Service was provided entirely as a private enterprise and, despite population growth, the pattern of ridership losses and service cutbacks continued until the early 1960's, with a brief reversal during the World War II years.

In 1964 when the Massachusetts Bay Transportation Authority (MBTA) was created, discontinuance of most remaining railroad commuter service in Massachusetts was imminent due to the bankruptcy or near bankruptcy of the railroads operating the service. One of the primary purposes of the MBTA was to provide subsidies to continue this service at least until permanent alternatives could be developed. Subsidization of most lines serving North Station began in January 1965. Subsidization of some lines serving South Station began in April 1966. Routes were added to the program gradually as the railroads received regulatory approval to discontinue unsubsidized service. Certain routes were discontinued when further subsidies were found to be unjustified. Since 1976 all railroad commuter service in Massachusetts has been subsidized.

2) Intercity

The decline of intercity railroad passenger service began later than that of local service. Rapid growth of commercial aviation and long distance bus service in the 1930's presaged later problems, but substantial private investment in intercity passenger rail service continued into the 1950's. The construction of the Express Highway System and widespread intro-

duction of jet aircraft in the 1950's hastened the demise of long distance passenger trains throughout the United States. The National Railroad Passenger Corporation (Amtrak) was established by Congress in 1971 as a private "for profit" corporation which was to operate a nationwide network of intercity passenger trains. The railroads were permitted to discontinue all other intercity passenger service effective May 1, 1971 in return for specified contributions of rolling stock and capital to Amtrak. A few railroads elected to continue running intercity service after May 1, 1971, but these lines did not serve New England.

Initially, Amtrak owned only rolling stock and contracted with the railroads to operate Amtrak trains using railroad employees. Most Amtrak service is still operated in this manner except in the Northeast Corridor, much of which is now owned and operated by Amtrak. The original goal of a self-sustaining system was never achieved. Today Amtrak is financed primarily with Federal funds augmented by state contributions for some services. The Commonwealth of Massachusetts does not currently participate in any state funding of Amtrak services.

C. Description of Present Boston Commuter Rail Service

All commuter rail service to and from Boston is operated under the auspices of the MBTA. Most of the rolling stock used in this service is owned by the MBTA. Most of the lines over which service is provided are also owned by the MBTA. At present, the Boston and Maine Corporation operates all of the commuter railroad service under a contract with the MBTA which will expire on December 31,

By law, the MBTA can provide service to points outside of the 78 city and town MBTA District only if funding of this service is provided from other sources. Eight of the commuter rail routes extend outside of the District. The MBTA is reimbursed for the added net cost of all such service through contracts with Regional Transit Authorities or involved municipalities.

As of the summer of 1984, commuter service on former B&M owned lines from North Station was operated on the Eastern Route Main Line, Gloucester Branch, Western Route Main Line, New Hampshire Route Main Line, and Fitchburg Route Main Line.

As of the summer of 1984 commuter service on former Penn Central-owned routes from South Station was operated on the New England Division Main Line (formerly Boston and Albany), the Boston-New Haven Main Line (formerly Boston and Providence), the Franklin Branch, and the Stoughton Branch.

Table III-A shows a breakdown of the 243.6 route miles of Commuter Railroad service operated by the Boston and Maine Corporation under the financial support agreement with the MBTA.

Table III-B shows the historical pattern of annual ridership on the subsidized commuter railroad network within eastern Massachusetts since 1971. Ridership for the 1983 calendar year has increased almost twenty five percent (23.9%) when compared to the 1981 calendar year. The increase since 1976 is over fifty percent. This dramatic increase is attributed

TABLE III-A

BOSTON AND MAINE COMMUTER SERVICESNorth Station Routes

<u>Route Segment</u>	<u>Route Miles</u>
Eastern Route (Boston-Ipswich)	27.8
Gloucester Branch (Beverly-Rockport)	16.6
Western Route (Boston-Haverhill)	32.9
New Hampshire Route (Boston-Lowell)	25.4
<u>Fitchburg Route (Boston-Gardner)</u>	<u>64.7</u>
Sub Total	167.4

South Station Routes

<u>Route Segment</u>	<u>Route Miles</u>
Boston and Albany (Boston-Framingham)	21.4*
Boston and Providence (Boston-Attleboro)	31.3*
Franklin Branch (Readville-Franklin)	18.8
<u>Stoughton Branch (Canton-Stoughton)</u>	<u>4.7</u>
Sub Total	76.2
GRAND TOTAL	243.6

*Amtrak also operates over this route mileage.

TABLE III-B
Massachusetts Bay Transportation Authority
Commuter Railroad Northside and Southside Services

Calendar Year	Annual Passengers	Index (1971=100)	Increase Over Prior Year	Percent Increase
1971	8,149,181	100.0	--	--
1972	7,659,347	94.0	(489,834)	(6.0%)
1973	7,557,555	92.7	(101,792)	(1.3)
1974	8,144,058	99.9	586,503	7.8
1975	7,944,119	97.5	(199,939)	(2.4)
1976	7,562,304	92.8	(381,815)	(4.8)
1977	7,819,802	96.0	257,498	3.4
1978	7,841,648	96.2	21,846	0.3
1979	8,487,296	104.1	645,648	8.2
1980	9,339,015	114.6	851,719	10.0
1981	9,155,089	112.3	(183,926)	(2.0)
1982	10,043,486	123.2	888,397	9.7
1983	11,346,012	139.2	1,302,526	13.0

SOURCE: MBTA

to improved speed, comfort and reliability of the commuter service as the result of MBTA investment in station and right-of-way improvements and in new and rehabilitated locomotives and passenger coaches.

D. Description of Amtrak Service in Massachusetts

At the time the Amtrak system was established, unsubsidized intercity railroad passenger service was being operated by the Penn Central Transportation Company on five routes in Massachusetts. These were Boston to New York and Washington via Boston-New Haven Main Line (the so-called "Northeast Corridor"); Springfield-New Haven via Mill River-Springfield Main Line; Boston-Chicago via New England Division Main Line; Pittsfield-New York (weekends only) via Canaan Secondary Track, and Worcester-New London, Ct. via Norwich Branch. Of these routes, only Boston to New York/Washington and Springfield to New Haven were included in the basic Amtrak system. Service on the other lines was discontinued on April 30, 1971.

Under agreement with the Commonwealth, Amtrak operated one daily round trip between Boston and New Haven or points south via the New England Division and Mill River-Springfield Main Lines (the so-called "Inland Route") from May 17, 1971 to February 29, 1975. This service was dropped because of low ridership and state funding problems.

Amtrak reinstituted passenger service between Boston and New York City and Washington along the Inland Route (serving Wellesley, Framingham, Worcester and Springfield) in late October without a state funding requirement. This reinstitution has been made possible by

track and signal improvements already accomplished or committed by EOTC, by Conrail and by Amtrak over individual segments of the Inland Route. Amtrak currently operates an intercity passenger service between New Haven, Connecticut and Springfield, Massachusetts.

In October 1973 Amtrak instituted one daily round trip, The Montrealer, between Washington on the Mill River-Springfield Main Line and the B&MRR Connecticut River Route Main Line. Previous unsubsidized service on this route had been discontinued in October 1966. The Montrealer is still operating over this route.

In October 1975, Amtrak instituted one daily round trip, The Lake Shore Limited between Boston and Chicago. This train ran through Massachusetts on the present Conrail New England Division Main Line. The Lake Shore Limited was originally operated as a two-year experiment but is now part of the permanent Amtrak system. Further Amtrak service in Massachusetts may include New York to Cape Cod via Attleboro and Middleboro.

Since April 1, 1976, Amtrak has owned the Mill River (New Haven)-Springfield Main Line. Passenger service on this line is operated by Amtrak employees, but freight service is operated by Conrail and the Boston and Maine Corporation.

The Montrealer is run by Amtrak employees south of Springfield and by Boston and Maine employees between Springfield and White River Junction in Vermont.

The Lake Shore Limited and The Bay State are dispatched and operated by Conrail employees, as Amtrak does not own the lines it runs on except for a short segment in New York state.

Northeast Corridor trains between Boston and New York via the "Shore Line" serving Providence, Rhode Island and New London Connecticut are operated by Amtrak employees. The tracks used by this service in Massachusetts are owned by the MBTA, but maintained by Amtrak under a trackage agreement. Amtrak employees are in charge of dispatching all trains on the Boston-New Haven Main Line including MBTA commuter trains to Attleboro, Franklin and Stoughton.

Amtrak operates intercity passenger services over 257.8 route miles within the Commonwealth of Massachusetts. The Boston and Maine Corporation also operates commuter railroad services over 52.7 of these Amtrak route miles. Consequently, passenger service is operated over 448.7 route miles of railroad within the state. This passenger service mileage is approximately 35% of the total route miles (1283) operated by the ten freight railroads within the Commonwealth.

B. Excursion Passenger Service

A newly incorporated entity, the Cape Cod and Hyannis Railroad, (CC&HRR) initiated a tourist excursion railroad passenger service for the 1981 summer season between Hyannis and East Sandwich on Cape Cod, a distance of

approximately 17 miles. The railroad was permitted, by lease agreements, to utilize the MBTA and Conrail owned line segments between the terminal points. The Conrail freight operation was given absolute preference over the passenger operation, and the passenger service function was required to bear all incremental costs incurred solely as a result of the addition of passenger service.

Since the 1982 summer season the passenger service operation was extended to cover the entire Hyannis Secondary Track (MP 0.0 to MP 23.4) and the entire Falmouth Secondary Track (MP 0.0 to MP 13.8), all of which are now in the ownership of the EOTC. For the summer season of 1984, the CC&HRR, Conrail and the Bay Colony Railroad joined in a cooperative demonstration program whereby the CC&HRR operated railroad passenger service from Braintree to Hyannis (67.5 miles) and to Falmouth (57.0 miles). This service connects with the MBTA electrified rapid transit "Red Line" at Braintree. The demonstration period started June 30th and concluded on October 28th. CC&HRR operates its passenger service with a combination of owned and leased equipment.

The Providence and Worcester Railroad also operates charter railroad passenger trips over its route system within Massachusetts using its own passenger cars.

The Berkshire Scenic Railway, under agreement with the Boston and Maine Corporation, initiated a 1984 summer season passenger train operation with leased equipment over the Caanan Branch of the Boston and Maine between

Lee and Great Barrington, a distance of approximately 15 miles.

F. Changes in Passenger Services

There has been one change in the Amtrak service system within the Commonwealth of Massachusetts since the submission of the prior State Rail Plan Update.

Amtrak added one daily round trip train between Boston and Washington over the "Inland Route" via Wellesley, Framingham, Worcester, Springfield and Hartford and New Haven to its national route network in October of 1984.

There have been two changes in the MBTA Commuter Railroad route system since the most recent Plan Update. Both were "unplanned changes" caused by railroad structure conflagrations.

On January 20, 1984 a major fire resulted in extensive damage to the Charles River railroad bridge structure immediately north of the North Station Commuter Railroad Terminal in downtown Boston. No passenger trains will be able to operate into North Station until mid 1985. Until the bridge is returned to safe operating condition, Commuter Railroad passengers must use connecting rapid transit and bus services from temporary terminal points north of the Charles River to downtown Boston destinations. Boston and Maine Corporation freight services are not

affected by the temporary suspension of railroad passenger train operations over the fire damaged structure.

On November 16, 1984, a major fire resulted in extensive damage to the Danvers River railroad bridge structure between Beverly and Salem, Massachusetts. No trains will be able to operate on the Eastern Route north of Danvers or on the entire Gloucester Branch for a protracted time period. Several Boston and Maine Corporation railroad freight service customers face a lengthy embargo on service north of the Danvers River since there are no alternative railroad access routes available.

Map III-1 shows the current MBTA and Amtrak passenger service routes within the Commonwealth of Massachusetts.

MAP III-1

This Map will be included in the final State
Rail Plan Update document.



CHAPTER IV

Line Status Report

A. Introduction

This chapter lists rail lines currently falling within various categories, as previously required by Section 266.15.C.3 of the Federal Rail Assistance regulations.

B. Lines potentially subject to abandonment, or for which abandonment is expected within three years.

Section 266.15.C.3ii of the Federal Rail Assistance Regulations formerly required a list of all rail lines in the state which a common carrier has identified on its system diagram map as potentially subject to abandonment and lines which are expected to be the subject of an abandonment or discontinuance application within three years following the date of submission.

Although this requirement has been waived by the Federal Railroad Administration as of March 15, 1982, this State Rail Plan Update includes the line status information since such information is of significant importance to railroad management, to railroad users and to the general public.

In the case of Conrail, a System Diagram Map was filed in conformance with 49 CFR 1121 on May 1, 1981. That Map identified 25 line segments within the Commonwealth of Massachusetts as Category I lines subject to anticipated

line abandonment. Subsequent to the enactment of NERSA in August of 1981, Conrail withdrew the May 1st filing of the Conrail System Diagram Map on August 31, 1981. In a decision served on August 25, 1982, the ICC decided that NERSA exempted Conrail from System Diagram Map Filing requirements. Consequently, Conrail has not filed a System Diagram Map with the Interstate Commerce Commission since the publication of the most recent State Rail Plan Update.

In the case of the Boston and Maine Corporation, which was a railroad in reorganization under the provisions of Section 77 of the Federal Bankruptcy Law, the Milwaukee Railroad Restructuring Act of 1979 specifically exempted Section 77 railroads from the system diagram map requirements. Consequently, the Boston and Maine Corporation did not file the map for the years 1980 through 1982 inclusive. In mid 1983, the Corporation was successfully reorganized and a System Diagram Map for the Boston and Maine Railroad route system was filed in August of 1983. The map indicated several routes were subject to the filing of an abandonment application within the next three years.

The Central Vermont Railway also filed a System Diagram Map in mid 1983. This filing indicated that no railroad routes within the Commonwealth of Massachusetts would be the subject of an abandonment application by the Central Vermont within the next three years.

None of the other seven common carrier railroads operating within the Commonwealth of Massachusetts has filed a system Diagram Map with the Executive Office of Transportation and Construction since the previous State Rail Plan submission.

C. Boston and Maine System Diagram Map Lines

The following line segments operated by the Boston and Maine Corporation have been identified by the Corporation as subject to the filing of an abandonment application within the three year period as of August, 1983.

Saugus Branch (MP 2.8 to MP 12.4)

This line is located wholly within the Commonwealth of Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. The Executive Office of Transportation and Construction has signed an agreement with the Boston and Maine Corporation for a \$382,000 rehabilitation effort by the Corporation to return the line to a solid Class I track condition. The General Electric Company (GE) has agreed to repay approximately fifty percent of the project cost to the Commonwealth over a fifteen year period since GE is the major source of railroad traffic over this line. In view of the joint EOTC-GE funding program, it is not anticipated that the Boston and Maine will file for abandonment of this line.

Chicopee Falls Branch (MP 0-8 to MP 2.2)

This line is located wholly within the Commonwealth. The line is owned by the Boston and Maine Corporation. This line has been abandoned.

Marblehead Branch (MP 1.0 to MP 1.5)

This line is wholly within the Commonwealth of Massachusetts. The line is owned by the Boston and Maine Corporation. The line is currently out of service.

Bemis Branch (MP 8.6 to MP 10.9)

This line is wholly within the Commonwealth of Massachusetts. The line is owned by the Boston and Maine Corporation. The Executive Office of Transportation and Construction has signed an agreement with the Boston and Maine Corporation for a \$370,000 rehabilitation project by the Corporation to upgrade the line to a solid Class I track condition. A grant of \$250,000 from the Federal Railroad Administration under the Local Rail Service Assistance Program will be contributed to the project cost. In view of the rehabilitation project, it is not anticipated that the Boston and Maine will file for abandonment of this line.

Watertown Branch (MP 4.3 to MP 7.8)

This line is located wholly within the Commonwealth of Massachusetts. The line is owned by the Boston and Maine Corporation. The line currently receives

railroad freight service. The line is in a marginal Class I track condition. The railroad has assured EOTC that it will work with the Commonwealth, local municipal officials and line users on program alternatives to preserve railroad freight service on this branch line.

Eastern Route Maine Line (MP 18.7 to MP 36.9)

This line is wholly within the Commonwealth of Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. Freight service is operated over the line segment from Boston to MP 36.9 in the City of Newburyport. The Boston and Maine Corporation operates commuter railroad service from Boston to Ipswich at MP 27.8. The commuter service segment between MP 18.7 and MP 27.8 is being upgraded to a Class III track standard by MBTA with the installation of new 132 lb. continuous welded rail (CWR). The track segment between MP 27.8 and MP 36.9 in Newburyport contains old lightweight 85 lb. jointed rail and the track structure will require an early rehabilitation effort in order to provide a minimum Class I track condition to permit continued railroad freight operations.

The railroad has expressed a willingness to work with the Executive Office of Transportation and Construction, the line users and the City of Newburyport

to address the problems posed by the track conditions between MP 27.8 and MP 36.9 on this line.

Hoosac Docks Branch (MP 0.0 to MP 0.5)

This line is located wholly within Massachusetts. The line is owned by the Boston and Maine Corporation. The line has been out of service for several years. The Railroad filed for abandonment of this line in mid 1983 and the abandonment was granted in late 1983.

Fitchburg Freight Cut-off (MP 4.6 to MP 5.7)

This line is wholly within the Commonwealth of Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. EOTC will review the future potential of this line jointly with the management of the Boston and Maine prior to the filing of an abandonment application by the railroad.

Gloucester Branch (MP 18.7 to MP 35.4)

This line is wholly within Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. The Boston and Maine Corporation operates commuter service over the line under a contract with the MBTA. The entire line segment is in the final stage of a rehabilitation program which includes the installation of a relay 131 lb. CWR and new 132 lb. CWR in order to provide smooth faster passenger service with minimum

track maintenance requirements. The future of railroad freight service over this branch line will be the subject of discussion between the Commonwealth and the Railroad during the forthcoming months.

Georgetown Branch (MP 4.7 to MP 6.1)

This line is located wholly within the Commonwealth of Massachusetts. The line is owned by the Boston and Maine Corporation. The line has been out of service for more than two years because of deteriorated track conditions.

Monadnock Branch (MP 0.0 to MP 21.0)

This line is located partly within the Commonwealth of Massachusetts. The segment between MP 0.0 and MP 10.1 is within Massachusetts. The line is owned by the Boston and Maine Corporation. The line has been abandoned.

D. Pending Abandonment Cases

At the time of publication of the previous State Rail Plan Update, there were four abandonment or discontinuance cases pending before the Interstate Commerce Commission or before the Boston Federal District Court. All four lines were operated by the Boston and Maine Corporation.

These four lines are identified as follows:

Woburn Loop (MP 0.0 to MP 1.8)

This line is located wholly within the Commonwealth of Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. The Boston and Maine Corporation petition to abandon this line segment has been granted by the ICC.

Lexington Branch (MP 4.3 to MP 15.3)

This line is wholly within Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. In 1979, the Boston Federal District Court permitted temporary discontinuance of service over this line in order to enable construction of an electrified rapid transit extension. The line has been out of service for several years. The railroad request to obtain permanent discontinuance of freight service over the line is still before the Boston Federal District Court.

Turners Falls Branch (MP 0.0 to MP 3.7)

This line is located wholly within the Commonwealth of Massachusetts. The line is owned by the Vermont and Massachusetts Railroad which leased the operation of the line to a predecessor of the Boston and Maine Corporation in 1873. The line has been out of service for more than three years because of deteriorated track conditions. The Boston and Maine Railroad petition to discontinue the line is still pending before the Boston Federal District Court.

Easthampton Branch (MP 0.0 to MP 3.3)

This line is located wholly within the Commonwealth of Massachusetts. The line has been abandoned under the provisions of an ICC order.

E. Consolidations and Reorganizations

FRA regulations previously required a list of lines in the state which are involved in any of five types of railroad corporate purposes. Although no longer required, this update includes the descriptive listing since the changes which have transpired are of significant interest.

- 1) Mergers. There are no merger proposals involving railroad corporations operating within Massachusetts at the present time.
- 2) Consolidations. Since the publication of the prior State Rail Plan Update, two major consolidations have been consummated.

In June of 1983, Guilford Transportation Industries (GTI) assumed full ownership and control of the reorganized Boston and Maine Corporation. GTI previously had acquired the Maine Central Railroad by purchase of all common stock of that railroad.

In January of 1984, GTI acquired full ownership and control of the Delaware and Hudson Railroad through a purchase agreement with the management of the Norfolk Southern (NS) Railroad system.

The Commonwealth of Massachusetts lent strong support to these two consolidation actions as it was the conviction of the state that the GTI system would be in a superior position to preserve and improve the railroad freight system previously operated by the Boston and Maine Corporation as a separate independent carrier.

- 3) Reorganizations. As of June 30, 1983, the Boston and Maine Corporation emerged from over thirteen years of bankruptcy under Section 77 of the Federal Bankruptcy Act.

4) Purchase by Other Common Carriers

The sale of a short segment of the abandoned Boston and Maine Railroad Easthampton Branch Line (Milepost 1.7 to Milepost 3.3) to the Pioneer Valley Railroad has been completed since the publication of the prior plan update. In 1984, the Providence and Worcester Railroad purchased from the Boston and Maine Corporation a one mile segment of the B&MRR Gardner Branch in Gardner and a four mile segment of the B&MRR Worcester Branch in Worcester.

5) Other Unification and Coordination Projects

The Boston and Maine Corporation and the Providence and Worcester Railroad have agreed to an arrangement whereby the P&WRR will provide railroad freight services to present customers along the B&MRR

Worcester to Ayer route between Worcester and Clinton in lieu of current operation by the Boston and Maine. EOTC has supported this coordination project which could be of mutual benefit to the two railroads and to users of the railroad route.

F. Active Rail Lines with Annual Tonnage Below Three Million Tons per Mile.

Since only those railroad freight lines with an annual tonnage below three million tons per mile per annum are eligible for federal assistance, FRA regulations require that such lines be listed in the State Rail Plan Update.

This listing is as follows:

1) <u>Conrail</u> <u>Line Segment</u>	<u>Mileage</u>
Framingham	1.5
Middleboro	32.4
New Bedford	31.8
Franklin	18.5
Stoughton	4.7
Buzzards Bay	1.5
Dedham	2.1
East Junction	1.8
Fitchburg	35.0
E. Walpole	2.4
Grand Junction	7.5
Holliston	7.1

<u>Conrail</u> <u>Line Segment</u>	<u>Mileage</u>
Lowell	4.8
Milford	9.1
Millis	1.1
Milton	6.5
Nantasket	1.5
Newport	14.2
Plymouth	0.5
Randolph	1.5
South Boston	0.6
Watuppa	6.0
Athol	4.3
Fenway	0.3
Lancaster Mills	1.6
Saxonville	1.8
<u>West Quincy</u>	<u>0.5</u>
27	200.6

2)	<u>B&MRR:</u>	
	<u>Line Segment</u>	<u>Mileage</u>
	Eastern Route	37.3
	Fitchburg Route	33.7
	Fitchburg Agricultural Track	0.5
	Western Route	19.6
	Worcester	24.0
	Bemis	1.8
	Billerica	2.5
	Chicopee Falls	0.8
	East Longmeadow	8.8
	Gloucester	16.6
	Greenville	4.7
	M&L Branch	3.5
	Medford	0.9

B&MRR:

<u>Line Segment</u>	<u>Mileage</u>
Newburyport	9.1
Salem & Danvers	8.1
Saugus	9.6
Stoneham	0.5
Watertown	4.4
Wilmington Jct.	3.0
Central Mass.	1.5
East Boston	1.8
East Deerfield Loop	1.0
Freight Cut Off	1.6
Heywood	1.0
Lowell & Lawrence	3.8
Marblehead	1.1
Mystic	0.5
South Reading	2.5
<u>Tewksbury</u>	<u>1.9</u>
29	206.1

3) P&WRR:

<u>Line</u>	<u>Miles</u>
Entire System	77

4) CV:

<u>Line</u>	<u>Miles</u>
None	Zero

5) Bay Colony:

<u>Line</u>	<u>Miles</u>
Entire System	118

6) Mass. Central:

<u>Line</u>	<u>Miles</u>
Entire System	27

7) PV:

<u>Line</u>	<u>Miles</u>
Entire System	23

8) G&U

<u>Line</u>	<u>Miles</u>
Entire System	16

9) STR:Line
Entire SystemMiles
510) Fore River
Entire SystemMiles
2

Consequently, over fifty percent (52.6%) of the total railroad freight service mileage within the Commonwealth of Massachusetts handles less than three million gross tons per mile per annum.

The Massachusetts Rail Assistance Program

A. Introduction

The Massachusetts Rail Assistance Program previously provided operating subsidies for freight service on seven branch lines within the Commonwealth. These lines included the Ware River Secondary Track, the Lowell Secondary Track, the West Hanover Secondary Track, the Hyannis Secondary Track, the South Dennis Secondary Track, the Falmouth Secondary Track and the West Roxbury Branch. The primary source of the funds allocated to these lines since the beginning of the Massachusetts program in 1976 has been the Federal Rail Assistance Program. The eligibility of these lines for aid under the Federal program expired on September 30, 1981.

Upon the end of federal funding availability for operating subsidy support for services on these seven branch lines, the Commonwealth funded continued operation of these lines with its own financial resources for various periods until August of 1982.

Section B of this Chapter describes the procedure by which seven lines were selected for inclusion in the federal financial assistance program.

B. Screening Procedure

1) Requirement

Section 266.15.C.4 of the Federal Rail Service Assistance

Program regulations required that each state "establish and describe screening criteria to be used in selecting the eligible lines which the State analyzes in detail, identify these lines, and explain how the application of the screening criteria resulted in their selection."

2) Original Screening Procedure

Originally, the Massachusetts Assistance Program was concerned only with lines that were to be abandoned because of the takeover of Penn Central Service by Conrail.

Initial screening criteria were established to select lines from within this category to be analyzed in detail. The United States Railway Association's Final System Plan designated 16 Penn Central Branch lines in Massachusetts that were to be excluded from Conrail. These lines were therefore to receive no service unless they were subsidized or acquired by another railroad. The Providence & Worcester Railroad voluntarily acquired two of these lines and has operated them without subsidies since April 1, 1976. The screening criteria for the remaining fourteen lines divided them into two groups: those lines on which discontinuance of rail service would result in immediate job losses in the firms served by rail, and those on which there would be no immediate job losses because of the existence of alternate transportation. Six lines were placed in the first group, and eight in the second. Those lines in the second group generally had very low volumes, attracted small shares of the total traffic generated by the firms they served, and had encountered

minimal opposition to abandonment. Lines in this group were to be subsidized only if a shipper, the municipality serviced, or some other party offered to fund a significant portion of the subsidy.

The six lines in the first group were analyzed in detail, with particular emphasis on the disbenefits of job losses expected to result from abandonment. It was determined that for all six of these lines the social cost of abandonment would outweigh the subsidy requirement. Accordingly, they were subsidized through the Massachusetts Rail Assistance program beginning April 1, 1976.

Freight service on the other eight lines was discontinued as of March 31, 1976. Service on one of these lines (the West Roxbury Branch) was restored late in 1978 after the one former shipper agreed to pay a portion of the operating subsidy. The others have remained out of service.

3) Revised Screening Procedure

As stated previously, EOTC had utilized federal funds to provide financial assistance for continued railroad freight services on the following Light Density Lines:

<u>LINE</u>	<u>MILES</u>
Ware River Secondary	23.4
Lowell Secondary	19.8
West Hanover Secondary	3.6
Hyannis Secondary	15.7
South Dennis Secondary	5.6
Falmouth Secondary	13.8
<u>West Roxbury Branch</u>	<u>2.9</u>
<u>TOTAL</u>	

Due to the halt in federal funding for the freight railroad subsidy assistance program on these lines, the state financial assistance program was utilized to support continued freight services until such time as a self sufficient program for continued rail operations was in place.

With the exception of the Ware River Secondary Track, all of these railroad freight lines were operated by Conrail between April 1, 1976 and September 30, 1981. The Ware River Line was operated by Massachusetts Central Railroad under a financial support contract with EOTC effective as of December, 1979.

In 1981 Conrail informed EOTC that its interpretation of a recent ICC ruling permitted Conrail to modify the methodology of computing its subsidy requirements for providing service on present and potential light density branch lines within the Commonwealth of Massachusetts. Previously, the subsidy formula had been developed and promulgated by the ICC under the name of the RSPO (Rail Service Planning Office) formula.

The net impact of the proposed formula change was a massive increase in the subsidy asking price by Conrail for Massachusetts branch line operations.

Such a price increase was wholly unacceptable to the Commonwealth of Massachusetts. While EOTC informed Conrail it did not accept the formula change as being valid from either an accounting or a legal point of view, EOTC could only translate Conrail's new subsidy

requirement as a "clear signal" from Conrail that it no longer wished to be the designated operator of Light Density Line segments within the Commonwealth. EOTC did not consider it to be sound public policy to force an unwilling Conrail to continue as a designated operator at excessive subsidy cost.

Consequently, EOTC accelerated its efforts to dismiss Conrail as contract operator of Massachusetts Branch Lines and to obtain the services of other carriers in place of Conrail. All these branch lines are now under lease to Short Line Railroads for continued operation.

C. USRA Line No. 8 Ware River Secondary Track

1) General Description

The Ware River Secondary Track runs from a connection with the Conrail New England Division Main Line at Palmer to South Barre, a distance of 25.0 miles. The first 1.6 miles north from Palmer is owned by Conrail. The balance of the line (23.4 miles) is owned by the Commonwealth of Massachusetts.

Conrail was designated operator of the line for over three years, but since December 11, 1979 the Massachusetts Central Railroad Corporation has been the designated operator. This change permitted coordination of service on the Ware River Secondary Track with service on two segments of the Boston and Maine Corporation's former Wheelwright Branch, then operated by Massachusetts Central. These segments run from Forest Lake Junction

to Bondsville (3.3 miles) and from Ware to the Ludlow Corporation Plant (1.4 miles). Massachusetts Central currently operates into the Conrail yard at Palmer under a trackage agreement with Conrail. The line segment between Forest Lake Junction and Bondsville has been taken out of service because of the absence of traffic demand.

2) Track Condition

When the Ware River Secondary Track was initially included in the Rail Assistance Program it required considerable upgrading to meet the Federal Railroad Administration's minimum safety standards, which allow a ten mph maximum operating speed. The northernmost 9.3 miles of the line from Gilbertville to South Barre were out of service entirely. A ten mph speed limit on a 25-mile branch, when added to the required time for switching cars at sidings, would have resulted in excessive operating time and high cost. It was felt that this would be a serious obstacle to attraction of new traffic. Accordingly, EOTC proposed that the entire line be upgraded to FRA Class II track condition which would permit a maximum speed of 25 mph. The proposal was accepted by the FRA and \$1,599,000 in Federal and State funds were expended on the project. The work was completed in May 1979. The entire line now has a maximum speed of 25 mph except where limited by curves or grade crossings.

4) Future of the Ware River Secondary Track

The operation of the Ware River Secondary Track had

required large and continuing operating subsidy support, initially from the federal government and then from the state government. The lack of growth in the traffic base to support operation of the line has been disappointing to EOTC.

State and federal governments have expended in excess of \$4,000,000 in public funds to lease, to acquire, to rehabilitate and to provide operating subsidy support to preserve railroad freight service along the Ware River Secondary Track since April 1, 1976. These investments, plus the sincere best efforts of the management of the Massachusetts Central Railroad, have not produced an increased traffic volume on this line during the past five year period. In fact, traffic has decreased from an annual level of 374 revenue cars for the period ending March 31, 1980 to 112 revenue cars for the period ending July 31, 1984. This is an extremely low traffic base for the operation of a 25 mile branch line. Such a depressed traffic and revenue base simply can not support the long term continuation of a railroad branch line of this length.

The management of the Massachusetts Central Railroad remains hopeful of achieving an early and substantial revenue traffic increase. EOTC will continue its efforts to preserve railroad freight service along the Ware River Secondary Track in the future but without a substantial

traffic and revenue increase, the prospects for a viable short line railroad operation of the line by Massachusetts Central, or any other short line carrier, must be considered problematical.

CHAPTER VI

The Massachusetts Rail Banking Program

A. History

Abandonments of railroad branch lines in Massachusetts were taking place occasionally as early as the 1840s. It was not until the 1920s that there began to be frequent abandonments of line segments of substantial length, however. Ownership of the rights of way of the abandoned lines was usually retained by the railroad companies that had operated them, or their successors. Over the course of many years various segments of these abandoned lines were sold to abutting property owners or to developers, as there was no expectation that rail service would ever be reinstituted.

As undeveloped land in the state became scarce, the private demand for former railroad rights of way property increased. At the same time, public agencies and utility companies were having increasing difficulty in obtaining new rights of way for linear facilities such as highways, mass transit, recreational trails, pipelines and power and communication lines. Coincidentally, new industrial development at several locations in the state in the late 1960s and early 1970s required reconstruction of short segments of railroad lines that had previously been abandoned. The rights of way had fortunately remained intact.

B. Public Acquisition of Rail Rights of Way

In recognition of the increasing value of abandoned railroad rights of way for future unified uses, steps began to be taken to prevent indiscriminate dismemberment of these rights of way.

The first major step was the agreement by the MBTA in December 1971 to purchase 145 miles of rights of way from the Penn Central Transportation Company. At the time the sale was finalized in January 1973, most of these lines were still active but two abandoned segments totalling 12.2 miles were included, and an additional five mile segment was later abandoned.

Chapter 963 of the Acts of 1973 provided that no local building permit could be issued for a structure to be located on lands formerly used for railroad right of way or property appurtenant thereto without a public hearing and without written permission of the Massachusetts Secretary of Transportation and Construction. In applying this Act, it was found that in the majority of cases the right of way had been broken up to such an extent prior to 1973 that blocking further construction would serve no purpose. Building permits have been denied in a few cases, however.

Chapter 859 of the Acts of 1975, which established the Massachusetts Rail Passenger Fund, authorized the Executive Office of Transportation and Construction to acquire railroad rights of way. It also required any railroad company intending to sell or dispose of rights of way to offer such rights of way for sale to EOTC or to a public agency designated by EOTC prior to selling to a private party. A railroad may not sell rights of way to anyone for better terms than those offered to EOTC, but a decision for or against public acquisition must be reached within 90 days of an offer of sale by the railroad.

Most of the offers of sale to date have been for small segments of lines that had previously been subdivided, or for land not actually rights of way, and in these cases, sales to private parties have been permitted.

Sales of some segments of several miles have been permitted to allow uses in the public interest such as power line construction.

In December 1976 the MBTA purchased 270 miles of railroad rights of way from the Boston and Maine Corporation. None of these lines had been abandoned prior to the sale, but more than 40 miles have since been abandoned. These lines will be preserved for possible future public use.

In 1982, EOTC purchased 52 miles of railroad rights of way from the Penn Central Corporation. A portion of such rights of way had been abandoned several years previously while the remaining line segments have been assigned to short line railroad carriers for continued freight service operations.

Also in 1982, Conrail sold 78 miles of railroad rights of way to EOTC. This mileage has been assigned to short line carrier operation, has been assigned to Conrail for continued freight operation or has been abandoned since the time of the sale.

Section C lists all abandoned railroad rights of way in the Commonwealth that are now owned by the State or the MBTA.

D. Rights of Way Currently Rail Banked

The following abandoned railroad rights of way are now owned by the MBTA or the Commonwealth:

- 1) West Roxbury to Dedham 2.44 miles. Partially abandoned in 1940. Balance abandoned in 1966. Bridges removed. Purchase by MBTA from Penn Central 1973. (part easements only)

- (2) Easton to Whittenton Junction, 9.79 miles. Abandoned in 1965. Rail and track bridges removed. Purchased by MBTA from Penn Central 1973.
- (3) Stoughton to Easton, 5.25 miles. Purchased by MBTA from Penn Central 1973. Abandoned in 1979.
- (4) South Acton to Maynard, 2.21 miles. Purchased by MBTA from Boston & Maine 1976. Abandoned in 1979.
- (5) West Townsend to State Line, 8 miles. Purchased by MBTA from Boston & Maine 1976. Abandoned by segments in 1979 and 1982.
- (6) Part of Freight Cutoff in Cambridge and Somerville, 1.26 miles. Purchased by MBTA from Boston & Maine 1976. Abandoned in 1979.
- (7) West Cambridge to Bedford, 9.95 miles. Purchased by MBTA from B&M 1976. Temporarily abandoned in 1980. Abandonment to be reviewed after completion of Red Line extension.
- (8) Waltham North to Berlin, 21.68 miles. Purchased by MBTA from B&M 1976. Abandoned in 1980.
- (9) Gleason Junction to Marlboro, 5.2 miles. Purchased by MBTA from B&M 1976. Abandoned in 1980.
- (10) End of Dighton Industrial Track to Dighton, 4.7 miles and branch to Three Mile River, 1.0 miles. Abandoned in 1971. Purchased by State from private party in 1977. Rail and bridges still in place.
- (11) South Westfield to Connecticut State Line 7.7 miles. Abandoned in 1976. Purchased by State from Penn Central 1979. Track partly dismantled.
- (12) Danvers to Topsfield, 5.2 miles. Purchased by MBTA from B & M 1976. Abandoned in 1981.
- (13) Stoneham Branch within Stoneham, 1.5 miles. Purchased by MBTA from B & M 1976. Abandoned in 1982.
- (14) Newburyport to Salisbury, 3.9 miles. Purchased by MBTA from B & M in 1976. Abandoned in 1982.
- (15) West Peabody to South Middleton, 3.0 miles. Purchased by MBTA from B & M in 1976. Out of service.
- (16) Newton Highlands Branch within Newton, 0.2 miles. Purchased by MBTA from Penn Central in 1973. Abandoned in 1982.
- (17) East Bridgewater Secondary Track within East Bridgewater, 1.9 miles. Purchased by EOTC from Penn Central in 1982. Abandoned in 1976.

- (18) Milbury Branch, 2.7 miles. Purchased by EOTC from Penn Central in 1982. Abandoned in 1976.
- (19) Dighton Industrial Track in Taunton, 1.1 miles. Purchased by EOTC from Conrail in 1982. Abandoned in 1982.
- (20) Randolph Secondary Track in Randolph, 1.5 miles. Purchased by EOTC from Conrail in 1982. Abandoned in 1982.
- (21) Lowell Secondary Track from South Sudbury to West Concord, 6.8 miles. Purchased by EOTC in 1982 from Penn Central. Abandoned in 1982.
- (22) Lowell Secondary Track from North Acton to Lowell, 7.7 miles. Purchased by EOTC in 1982 from Penn Central. Abandoned in 1982.
- (23) Nantasket Secondary Track from Braintree to Hingham, 6.8 miles. Purchased by EOTC from Conrail in 1982. Abandoned in 1984.
- (24) Marion Pit Track in Rochester, 2.2 miles. Purchased by EOTC from Conrail in 1982. Abandoned in 1982.
- (25) Dean Street Industrial Track in Taunton, 1.2 miles. Purchased by EOTC from Conrail in 1982. Abandoned in 1982.

Thus a total of approximately 125 miles of abandoned railroad rights of way are now owned by the MBTA or the EOTC. None of the EOTC acquisitions have been funded by federal Local Rail Service Assistance grants. All future acquisitions of abandoned railroad rights of way are planned to be financed wholly with state funds given the minimal federal funding anticipated to be available from the Local Rail Service Assistance Program in the future and given the lengthy procedures involved in the use of federal funding of right-of-way acquisitions by EOTC.

D. Future Acquisitions for Rail Banking

As of the date of this State Rail Plan Update, EOTC is considering the acquisition of the B&MRR Ware Industrial Track (1.4 miles) within the town of Ware.

E. Public Ownership Map

Map VI-I shows all railroad rights of way owned by EOTC or MBTA within the Commonwealth of Massachusetts.

Rail Projects Funded From Sources Other Than the Rail Assistance Program

A. Introduction

Section 266.15.c.3.vii of the Federal Rail Assistance regulations requires a list of projects for which the state provides or plans to provide assistance from sources other than the Rail Service Assistance Program. In Massachusetts there have been five sources of public funding for railroad improvements in addition to the Rail Service Assistance Program. These are the New England Regional Commission (NERCOM) Rail Program, The Massachusetts Rail Freight Fund, the Massachusetts Rail Passenger Fund, the MBTA Commuter Rail Improvement Program (CRIP) and Amtrak funded improvements.

B. NERCOM Rail Program

The NERCOM Rail Program, which began in 1976, has provided grants to New England railroads for the labor component of rehabilitation or other improvement projects. The U.S. Department of Commerce has been the source of funds for the program. Proposals for projects were submitted by the railroads and grants were distributed according to the recommendations of the Transportation Departments of the New England States. In Massachusetts, NERCOM funds were channelled through the Executive Office of Transportation and Construction. The NERCOM Rail Program terminated at the conclusion of the 1980 Fiscal Period. Consequently, no new projects have been funded under this program. All NERCOM projects identified in the previous State Rail Plan documents have been completed.

C. Massachusetts Rail Freight Fund

The Massachusetts Rail Freight Fund was created by Chapter 859 of the Acts of 1975 and amended by Chapter 732 of the

Acts of 1981. These Acts authorized the State Treasurer to sell bonds in the amount of \$24,500,000 with the proceeds to be used by EOTC for the acquisition and rehabilitation of railroad rights of way and appurtenant facilities. Under the provisions of Chapter 732, EOTC is required to recover a portion of the state funds expended for rehabilitation projects financed by the Rail Freight Fund. Such "payback" amounts are redeposited into the Fund and are available for future appropriation by the state legislature for railroad purposes. In all cases, EOTC seeks a user contribution through the Operating Railroad which will utilize the line involved with rehabilitation. The character and extent of the contribution will vary depending upon many factors associated with the subject line, as each line presents unique physical, operational, financial, safety, environmental and economic development considerations.

Project expenditures from this appropriation include the following major acquisition and rehabilitation items:

a) Acquisitions:

- Dighton Branch Line (4.7 miles)
Purchased from private parties in 1977 for approximately \$50,000.
- Holyoke Secondary Track (7.7 miles)
Purchased from the Penn Central Corporation in 1979 for approximately \$431,000.
- Penn Central Acquisitions (51.8 miles)
 - Ware River Secondary (23.4 miles)
 - Lowell Secondary (20.2 miles)
 - West Hanover Secondary (3.6 miles)
 - Milbury Branch (2.7 miles)
 - E. Bridgewater Line (1.9 miles)

Purchased from the Penn Central Corporation in 1982 for approximately \$3,225,000

- Conrail Acquisitions (16.6 miles)

Nantasket Secondary (6.8 miles)
 Watuppa Secondary (6.1 miles)
 Marion Pit Track (2.2 miles)
 Dean Street Track (1.5 miles)

Purchased from Conrail in 1982
 for a price of \$500,000.

- Ayer Industrial Trackage

Purchased from private parties
 in 1982 for \$500,000.

As of the date of this State Rail Plan Update,

EOTC is considering the purchase of one
 additional railroad right of way segment.

This segment consists of a 1.4 mile line owned
 by the Boston and Maine Corporation within the
 Town of Ware, which segment is currently operated
 by the Massachusetts Central Railroad under lease
 agreement with the line owner.

b) Rehabilitation Projects:

- Greenville Line (4.9 miles)

EOTC has funded a \$135,000 "Force
 Account" Agreement with the Boston
 and Maine Corporation to complete
 the rehabilitation of this line
 segment to a solid Class I track
 condition. The line user financed
 the first phase of this project at
 a cost of \$135,000.

- Lowell Line (5.3 miles)

EOTC has funded a \$100,000 "Force
 Account" Agreement with the Boston
 and Maine Corporation for the first
 phase of a line rehabilitation program
 to a long term Class I condition.
 Line users have provided funds to
 assist in the completion of a second
 phase program.

- Saugus Branch Line (9.6 miles)
EOTC has funded a \$385,000 "Force Account" Agreement with the Boston and Maine Corporation for the rehabilitation of this Branch Line to a long term Class I track condition.

The major line user has agreed to provide a ten year annual "payback" to the Rail Freight Fund which will amount to approximately fifty percent of the \$385,000 project cost.

- Plymouth and West Hanover Lines (29.0 miles)
EOTC has funded a \$2,500,000 track reconstruction program by a private contractor which brought these two freight lines up to a Class II track standard. These lines are operated by the Bay Colony Railroad Corporation which makes annual rental payments to EOTC as a "payback" into the Rail Freight Fund.

- Needham-Dover Line (11.3 miles)
EOTC has funded a \$50,000 emergency program of brush cutting along this line in order to correct safety problems so that the Bay Colony Railroad Corporation freight service could continue without interruption. This program was carried out by the Boston and Maine Corporation through a "Force Account" Agreement.

- Falmouth Branch Line (13.8 miles)
EOTC has funded a \$60,000 project to reconstruct a major culvert located on this Branch Line. The project was completed by a private contractor with minimal interference with Bay Colony Railroad freight operations to a critical national defense function at Otis Air Force Base in Falmouth.

- Lynn Industrial Trackage
EOTC has funded a \$65,000 improvement of this trackage by means of a "Force Account" agreement with the Boston and Maine Corporation so that railroad freight service could become available to users. The Railroad is committed to a "payback" schedule in a total amount of fifty percent of the project cost.

- (9) Passenger Railroad Operations Study, initiation of a comprehensive investigation of alternative organizations and operating methods for passenger railroad service within the Commonwealth to be carried out by the MBTA (\$150,000).
- (10) Drawbridge No. 1 at North Station in Boston, correction of structural deficiencies to permit continued operation of all passenger service routes into the North Station Terminal Area (\$524,000). On January 20, 1984, a substantial portion of Draw One was destroyed by a major fire. MBTA is building a replacement facility utilizing UMTA grant funds and MBTA Bond Issue proceeds.

Funds from the Cape Cod Passenger Service account were utilized to purchase the following line segments from Conrail in 1982:

<u>Line Segments</u>	<u>Milepost Limits</u>	<u>Route Miles</u>
Buzzards Bay Secondary	0.0 - 19.8	19.8
Hyannis Secondary	0.0 - 7.8	7.8
Attleboro Secondary	0.0 - 9.4	9.4
New Bedford Branch	9.4 - 13.3	3.9
Middleboro Secondary	11.4 - 32.4	21.0
Dean Street Industrial	0.0 - 1.5	1.5
Dighton Industrial	0.0 - 1.1	1.1
W. Hanover Secondary	3.6 - 3.7	0.1
Randolph Secondary	0.0 - 2.5	2.5
<u>Plymouth Secondary</u>	<u>1.2 - 1.7</u>	<u>0.5</u>
Totals	--	67.6

The total purchase price for the above line segments totaled \$3,700,000.

Funds from the Cape Cod Passenger Service account were also utilized to purchase the following line segments from the MBTA in June of 1982:

<u>Line Segments</u>	<u>Milepost Limits</u>	<u>Route Miles</u>
Hyannis	7.8 - 23.4	15.6
South Dennis	0.0 - 5.6	5.6
<u>Falmouth</u>	<u>0.0 - 13.8</u>	<u>13.8</u>
TOTAL:	---	35.0

The purchase price was approximately \$310,000.

Finally, funds from the Cape Cod Passenger Service Account were used to purchase the Hyannis Yard and Terminal property (10.8 acres of land and associated trackage) from the Penn Central Corporation in 1980 at an approximated cost of \$375,000. Acquisition of the preceeding line segments has placed all railroad routes between Boston and Cape Cod and between the Rhode Island State line and Cape Cod in permanent public ownership.

E. Commuter Rail Improvement Program (CRIP)

The Commuter Rail Improvement Program is a long range, continuing effort initiated in 1971 to rehabilitate and modernize the 244 mile Commuter Rail system serving eastern Massachusetts. A detailed description of this system appears in Chapter III. The primary source of funding for this program has been grants to the MBTA from the Urban Mass Transportation Administration (UMTA) of the U.S. Department of Transportation. The local funding share is raised through sale of bonds by the MBTA. Although the purpose of the CRIP is to improve passenger service, freight operations are conducted on all lines included in the program and they benefit from track, bridge and signal improvements. Construction of layover facilities for commuter service has an indirect benefit to freight operations, thereby reducing potential scheduling conflicts. The

Program involves public investment in new and rehabilitated rolling stock, passenger stations, maintenance facilities and fringe parking as well as track, bridge and signal improvements. MBTA policy is to attain a long term systemwide track standard suitable for at least 60 MPH passenger train speeds (Class III).

F. Amtrak Funded Improvements

The Amtrak Northeast Corridor Line within the Commonwealth of Massachusetts has been upgraded to a high speed passenger service standard. Both Conrail freight service operations and Boston and Maine commuter service operations are conducted over the Northeast Corridor route. Amtrak will undertake a track improvement program on the railroad passenger route between Springfield, Massachusetts and New Haven, Connecticut to accommodate improved Amtrak passenger service. Both Conrail and the Boston and Maine operate freight services over the Springfield-New Haven line which is owned by Amtrak. Finally, two separate Congressional actions have directed Amtrak to make available \$15,000,000 in grants to the Commonwealth of Massachusetts to fund railroad route improvements to the Attleboro to Hyannis Line (65.1 miles) in anticipation of restoration of railroad passenger service over this route. In addition, the amount of \$15,000,000 from the Massachusetts Rail Passenger fund has been allocated to the Cape Cod Passenger Service Program. A major track reconstruction project for the entire Attleboro to Hyannis route has been underway since the fall of 1983 and is scheduled for completion at the end of the 1984 construction season. This project will be followed by a contract to install 32 miles of new 115 lb. CWR over strategic segments of the route.

Future contracts will cover bridge repairs, signal installation, grade crossing protection and passenger station improvements. An incidental byproduct of the line improvement program will be improved freight service over the Attleboro to Hyannis Route. Both Conrail and the Bay Colony Railroad operate over separate segments of this route.

CHAPTER VIII

The Transportation Planning Process in Massachusetts

A. Introduction

Section 266.15.c.11 of the Federal Rail Assistance Regulations requires a description of the overall planning process for all transportation services in the state. Transportation planning in Massachusetts involves numerous public agencies and authorities, private transportation companies, and the public in general as described below:

B. Executive Office of Transportation and Included Agencies

Responsibility for overall coordination of transportation planning efforts rests with the Executive Office of Transportation and Construction (EOTC). The EOTC, created by Chapter 704 of the Acts of 1969, is one of ten state cabinet offices. It is headed by the Secretary of Transportation and Construction who is appointed by, and serves at the pleasure of, the Governor of the Commonwealth. Five state transportation agencies are placed within the EOTC. These are the Massachusetts Department of Public Works (MDPW), Massachusetts Aeronautics Commission (MAC), Massachusetts Bay Transportation Authority (MBTA), Massachusetts Port Authority (Massport) and Massachusetts Turnpike Authority (MTA). The statutory responsibility of EOTC with respect to these agencies is to monitor their operations and to recommend such changes in administrative organizations, procedures, and practices as may be deemed desirable. The EOTC is further responsible for reviewing and acting on state funded budgetary and financial matters concerning these agencies. Under Chapter 1140 of the Acts of 1973, the EOTC is responsible for preparation of the MBTA Program for Mass Transportation (PMT), a state-required master

planning document. The EOTC is directly responsible for administering the Massachusetts Rail Assistance Program and for producing and updating the Massachusetts State Rail Plan.

The MDPW is responsible primarily for planning, construction and maintenance of the state's highway system. It is administered by a Board of five Commissioners appointed by the Governor. Within the MDPW, the Bureau of Transportation Planning and Development (BTPD) is responsible for statewide comprehensive transportation planning activities designed to provide an integrated transportation system. Past rail planning activities of the BTPD have included development of an inventory of active and abandoned railroad rights of way in the Commonwealth with recommendations for future use. Other rail-related activities of the MDPW include administration of the federal aid program to improve the safety and efficiency of selected railroad-highway grade crossings and maintenance, rehabilitation and replacement of all highway bridges over railroads within the Commonwealth.

The MDPW owns nearly 500 highway bridges over railroad lines now or formerly owned by the various railroads operating within Massachusetts.

The MBTA owns and operates mass transit facilities including rail rapid transit, light rail, bus, trackless trolley, and commuter rail in a district of 78 cities and towns in Eastern Massachusetts. In addition, it regulates routes and fares of private bus companies operating within this district. The facilities owned by the MBTA include over 380 miles of railroad lines formerly owned by the Penn Central Transportation Company or the Boston and Maine Corporation, on which freight service is now operated by Conrail, the B&MRR or other railroads under trackage agreements. All commuter rail service in and out of

Boston is operated by the B&MRR under contract with the MBTA.

The MBTA is run by a board of seven directors appointed by the Governor. The Secretary of EOTC serves as the ex officio Chairman and member of the seven member board. An Advisory Board made up of representatives from each city and town in the MBTA district is responsible for approving the MBTA budget and the Program for Mass Transportation prepared by the EOTC.

The Massport is a revenue bond Authority which is responsible for operation of Logan International Airport in Boston, Hanscom Field in Bedford, the Port of Boston, and the Mystic-Tobin Highway Toll Bridge. Responsibilities of Massport that are related to rail service include planning of intermodal transfer facilities in the Port of Boston such as rail-water interfaces.

The MTA is also a revenue bond Authority which owns and operates the Massachusetts Turnpike and the Sumner and Callahan Tunnels as toll facilities. It has no continuing involvement in railroad planning, but owns approximately 11 miles of the right of way of the Conrail New England Division Main Line between Boston and Riverside, where there is a joint railroad-highway corridor.

The MAC has planning responsibility for Airports throughout the Commonwealth. It has no direct involvement in railroad planning.

C. Regional Planning Agencies

For planning purposes, the Commonwealth is divided into districts, each of which has a Regional Planning Agency (RPA). The RPAs are responsible for conducting comprehensive planning activities related to transportation, water quality, land use and various other issues within their districts. Planning for the future of railroad freight service is included in the concerns of the RPAs.

Each Regional Planning Agency is controlled by a board consisting of representatives from each of the cities and towns within its district. The RPAs, although established under state law, are not state agencies.

D. Regional Transportation Authorities

Chapter 1141 of the Acts of 1973 authorized cities and towns in the Commonwealth, except those already within the MBTA district, to form Regional Transit Authorities (RTAs). Fourteen RTAs had been established under this authority as of November, 1982. The primary purpose of each RTA is to contract with other parties for provision of mass transit services within the RTA districts. They are also responsible for producing, in consultation with EOTC, plans for the mass transit service in their districts. Each RTA has regulatory authority over private mass transit service within its district.

Each RTA has an advisory board consisting of representatives from the cities and towns in its district. An administrator appointed by the advisory board manages the RTA. Although organized under state law, the RTAs are not state agencies.

The RTAs are not directly involved in planning for railroad freight service, but at present six of the RTAs contract with the MBTA for provision of commuter rail service between their districts and Boston. The lines on which this service is operated all have freight service as well, and the passenger service has an impact on the scheduling of freight operations. Each of these six RTAs must fund the net incremental cost of the commuter railroad service operated within their respective districts. This requirement is satisfied by use of federal and state transit aid funds.

E. The Comprehensive Transportation Planning Process

Transportation Planning activities within the eleven mainland RPAs are coordinated by Metropolitan Planning Organizations (MPOs), consisting of one representative each from the EOTC, the MDPW, the RPA, and the RTA or RTAs established within the RPA district (except the Boston MPO).

In addition to the MPO, each RPA has a Transportation Policy Advisory Group (TPAG) made up of local elected officials, representatives of state, regional and local agencies, and interested citizens. The TPAGs meet regularly to discuss transportation issues within their areas and to make recommendation to the RPAs.

The largest of the RPAs is the Metropolitan Area Planning Council (MPAC) which has a district of 101 cities and towns in Eastern Massachusetts, including Boston. The MAPC includes representatives of all cities and towns within its district as well as representatives from MDPW, MBTA, Massport and MTA and several other state, metropolitan and local agencies and twenty appointees of the Governor.

The Boston Region MPO includes representatives of EOTC, MDPW, MBTA, MAPC, Massport and the MBTA Advisory Board.

Technical assistance for long-range transportation planning is provided to the agencies in the Boston Region MPO by the Central Transportation Planning Staff (CTPS) which was formed for this purpose in May, 1974. The CTPS is administratively under the direction of the Metropolitan Area Planning Council, which is the primary recipient of grants and contracts for comprehensive planning in the region. Railroad related work performed by CTPS in the past has been concerned primarily with passenger service.

CHAPTER IX

Program of Projects

Section 266.15.c.12 of the Federal Rail Service Assistance Regulations requires that the State Rail Plan "Include a program of projects which identifies the projects for which the State expects to submit applications and the anticipated submission date."

The Commonwealth of Massachusetts expects to utilize the Federal Rail Assistance Funds available to it to provide financial aid to rehabilitate railroad freight branch lines and related facilities which are not eligible for the state funded railroad rehabilitation program either because the line is not in public ownership or because the affected railroad or affected users are unable to fund the rehabilitation repayment requirement established by EOTC. Public ownership of the railroad line is not required as a condition of eligibility for federal aid for rehabilitation purposes and the allowable percentage of federal aid is seventy percent (70.0%) of the Net Project Cost of a railroad rehabilitation program.

The Commonwealth does not intend to utilize federal aid for line acquisitions, since EOTC has concluded that it possesses the state funding ability and the experience to acquire railroad lines in a faster and more efficient manner in contrast to the more detailed procedural requirements and more time consumed in qualifying for federal financial assistance for the purpose of railroad line acquisition.

Given the present modest level of federal financial assistance available to the nation as a whole and the future uncertainty associated with the Local Rail Service Assistance Program (LRSA) it is practically impossible to identify specific descriptions and estimated costs for

projects which EOTC expects to submit applications to the Federal Railroad Administration under the Program at this time. EOTC has entered into discussions with the B&MRR with a view of possible use of FRA grant funds to improve the Fitchburg Agricultural Track. As the potential for LRSA funding for Massachusetts is clarified, an application for a specific project scope of work with proposed budget data will be submitted to the FRA in a timely manner.



CHAPTER X

Response to FRA Comments

Section 266.15.d.2.i of the Federal Rail Assistance Regulations requires that each update to a State Rail Plan include responses to the unanswered FRA comments on previously submitted updates, revisions, amendments, or the original State Rail Plan. The FRA made no comments concerning the 1981-1982 Massachusetts State Rail Plan and, therefore, no responses to the FRA are required in this State Rail Plan Update.



APPENDIX A

Approved Benefit-Costs Analysis Methodology

I. Introduction

Section 266.5 a.3 ii.C of the Federal Rail Assistance regulations requires that each State Rail Plan include "a methodology for determining the ratio of benefits to costs of projects for which acquisition assistance, rehabilitation or improvement assistance, substitute service assistance, and rail facility construction assistance is sought." This methodology cannot be used as a basis for justifying project funding unless it has been reviewed and approved by the Federal Railroad Administration.

An approved benefit-cost methodology is a relatively new requirement established by the local Rail Service Assistance Act of 1978, enacted November 8, 1978. Consequently, the methodology developed by the Commonwealth is included for the first time in the 1980 Update to the Massachusetts State Rail Plan.

In requiring individual states to develop their own benefit-cost methodologies, it was reportedly the intent of Congress to provide flexibility for differences in economic structures of states and for differences in their planning resources. It was not expected that each state would create a unique set of procedures, nor in fact would this be possible. In preparing the Massachusetts Benefit-Cost Methodology the Rail Planning Staff has examined methodologies developed by several other states as well as the Federal Railroad Administration's Benefit Cost Guidelines - Rail Branch Line Continuation Program dated January 11, 1980. Elements of other methodologies that are consistent both with the planning needs of Massachusetts and with sound economic principles have been incorporated in the Massachusetts methodology.

The Federal Railroad Administration did approve the Massachusetts Benefit-Cost methodology submitted as an integral part of the 1980 State Rail Plan Update.

Although this comprehensive Benefit-Cost methodology has met with FRA approval, EOTC has found the methodology to be excessively complex and lengthy for practical and understandable application for the two modest railroad rehabilitation projects for which grant applications were filed since the publication of the 1980 Plan Update. EOTC has utilized a different, more simple analysis for each of these two grant applications. It is most likely that future rehabilitation grant applications will utilize the more simple methodology, particularly in view of the current limited funding available to any single state under the Local Rail Service Assistance Program.

The approved Benefit-Cost methodology developed in the 1980 State Rail Plan Update is available from the EOTC upon request by any party.

APPENDIX B

Summary of Massachusetts Statutes Related to EOTC Involvement in Rail Planning and Development

INTRODUCTION

Section 266.15.b.1 of the Federal Rail Assistance regulations requires an explanation of special legal constraints in order to aid the public in understanding the State Rail Plan. As discussed in Chapter VIII, the Executive Office of Transportation and Construction (EOTC) has principal responsibility for state rail transportation planning and public assistance programs within the Commonwealth of Massachusetts. Appendix B summarizes sections of Massachusetts statutes that pertain to this responsibility.

Chapter 704 of the Acts of 1969

Established a state cabinet system with Executive Office Secretaries directly responsible to the Governor.

The Executive Office of Transportation and Construction (EOTC) was created as one of the original nine cabinet offices within the Executive Department. The EOTC Secretary is appointed by the Governor. The following state agencies were placed within EOTC: Massachusetts Department of Public Works (MDPW), Massachusetts Aeronautics Commission (MAC), Massachusetts Bay Transportation Authority (MBTA), The Massachusetts Port Authority (Massport). The Massachusetts Turnpike Authority (MTA), and the Bureau of Building Construction (BBC).

The new state cabinet system became effective on April 30, 1971

Chapter 963 of the Acts of 1973

Provided that no local building permit may be issued for a structure to be located on lands formerly used for railroad rights-of-way

or property appurtenant thereto without a public hearing and without written permission of the EOTC Secretary (MGL Chapter 40, Section 54).

Chapter 1140 of the Acts of 1973

Provided that EOTC Secretary develop from time to time the MBTA Program for Mass Transportation which is subject to the approval of the MBTA Advisory Board.

Provided that EOTC may expend funds supplied by MBTA to carry out its responsibilities in the development of the Program for Mass Transportation. (MGL Chapter 161A).

Chapter 1141 of the Acts of 1973

Established 10 Regional Transit Authorities (RTA) in areas of the state outside the MBTA district and permitted establishment of additional RTA's throughout the state except within the MBTA area.

Provided that the RTA's shall prepare an annual program for public mass transportation in consultation with EOTC.

Provided that RTA's may not issue long term bonds without prior approval of EOTC Secretary. EOTC Secretary shall periodically establish guidelines for allocation of bond issue authority among the RTA's. EOTC Secretary and Secretary of Administration and Finance shall establish rules and regulations governing procedures for distribution of bond issue funds used for assistance to private carriers (MGL Chapter 161B).

Chapter 311 of the Acts of 1975

Provided for the transfer of the Bureau of Building Construction from EOTC to the Executive Office of Administration and Finance (A&F) effective as of July 1, 1975.

Chapter 859 of the Acts of 1975

Provided that EOTC shall take steps to preserve, improve and develop an adequate, safe and efficient rail system for passengers and goods (MGL, Chapter 161C).

EOTC is authorized and directed to expend such funds as may be appropriated for acquisition, preservation, rehabilitation, reconstruction of rail rights-of-way, facilities and equipment directly, jointly with another party or under contract with another party.

Secretary of A&F may, upon the recommendation of the EOTC Secretary, contract to provide state funds for maintenance and operation of rail facilities and services within the state.

EOTC is not authorized to preserve, rehabilitate, reconstruct or improve rail rights-of-way or equipment prior to acquisition of said right-of-way, facilities or equipment.

EOTC is to serve as the principal source of rail transportation planning for the Commonwealth.

EOTC may apply for and receive federal aid.

EOTC may enter into contracts with public and private bodies.

EOTC may acquire real and personal property by purchase, lease, gift or eminent domain.

No railroad company may sell or dispose of railroad rights-of-way without first offering same for sale to EOTC or a public agency designated by EOTC. EOTC may reject the sale offer, let the offer lapse at the end of 90 days or arrange for purchase of the property by another public agency.

The railroad may not sell or dispose of such property to others on better terms than offered to EOTC.

State Treasurer may sell bonds in an aggregate amount of \$19,500,000 of which \$15,000,000 shall be spent only for passenger rail transportation purposes and \$4,500,000 shall be spent only for freight rail purposes. Bond debt service for \$15,000,000 bond issue is to be paid from the Highway Fund.

EOTC is authorized to acquire Penn-Central rights-of-way under consideration for abandonment by USRA.

The \$4,500,000 for rail freight purposes shall be subject to appropriation to be spent only on acquisition of rights-of-way.

The \$15,000,000 for rail passenger purposes shall be subject to appropriation.

AGF Secretary may spend \$500,000 for continued operation of rail freight services on lines acquired by the Commonwealth for the period January 1, 1976 through June 30, 1977.

Chapter 93 of the Acts of 1976

Appropriated \$10,000 from the \$4,500,000 rail freight fund to finance emergency repairs to the Falmouth Secondary Track.

Chapter 199 of the Acts of 1976

Appropriated \$100,000 from the rail freight fund for Appraisal and Engineering Activities in connection with acquisition of rail rights-of-way along specified routes.

Chapter 346 of the Acts of 1977

AGF Secretary may expend \$150,000 for continued railroad freight

operations on lines not owned by the Commonwealth as follows:

Line 8	Palmer to South Barre
Line 13	South Sudbury to Chelmsford
Line 17	North Abington to W. Hanover
Line 21/22	E. Sandwich to Hyannis to S. Dennis
Line 23/24	Buzzards Bay to Falmouth
Line 33	Forest Hills to Needham Junction

An amount of \$300,000 was appropriated for upgrading the above lines except Line 33.

Provided extension of time which the Commonwealth may expend the \$500,000 made available for financial assistance for rail freight service until June 30, 1979.

Chapter 356 of the Acts of 1977

Provided for a comprehensive rail transit, highway and railroad improvement program. An \$18,000,000 Bond Issue authorized for expenditure for fencing, right-of-way, stations and other improvements for the Northeast Corridor High Speed RR service between Boston and New York City. \$18,000,000 of the Bond Issue proceeds are placed in the state rail passenger fund in addition to the \$15,000,000 already in the fund by virtue of the 1975 legislation, which monies may be expended only upon subsequent appropriation.

Chapter 800 of the Acts of 1977

Provided for the appropriation of \$175,000 from the rail freight fund. The amount of \$115,000 was to be expended for acquisition of certain railroad rights-of-way in Taunton, Dighton, Bourne and Millis. An amount not to exceed \$60,000 was appropriated for acquisition of other railroad rights-of-way when the General Court was not in session provided EOTC Secretary notified Senate and House Clerks.

Chapter 462 of the Acts of 1978

Provided for a \$30,000,000 appropriation from the rail passenger fund to be expended in the following manner:

- (1) An amount not to exceed \$4,400,000 to be expended by MBTA for acquisition of the South Station subject to the approval of the EOTC Secretary.
- (2) An amount not to exceed \$11,900,000 to be expended by the MBTA for redevelopment of the South Station subject to approval of the EOTC Secretary. This appropriation included an expenditure of \$2,000,000 for air rights planning and design purposes and for footings for air rights development. This appropriation also included a \$450,000 expenditure for a temporary bus terminal for South Station.
- (3) A \$3,700,000 appropriation for fencing, station, and right-of-way improvements for the Northeast Corridor Project.
- (4) An amount not to exceed \$5,000,000 for improvements to the so called Inland Route between Boston, Framingham, Worcester, Springfield and the Connecticut boundary.
- (5) An amount not to exceed \$5,000,000 for the purchase and rehabilitation of railroad rights-of-way between Attleboro and Cape Cod and between Boston and Cape Cod. The EOTC Secretary shall file and report on technical analysis and preferred route for Boston to Cape Cod railroad passenger service with the House Clerk on or prior to the last Wednesday in June, 1979.

Provided that the EOTC Secretary or the MDPW may expend funds to acquire, preserve, rehabilitate, maintain and subsidize rail rights-of-way, facilities and services.

Chapter 480 of the Acts of 1979

Provided extension of time which the Commonwealth may expend the \$500,000 made available for financial assistance for rail freight service on lines not owned by the Commonwealth until June 30, 1985. Increased the amount appropriated for expenditure for financial assistance to railroads not owned by the Commonwealth from \$150,000 to \$500,000.

Appropriated \$350,000 from the state Rail Freight Fund for appraisals, engineering and inspection activities on rail lines to be acquired by the Commonwealth.

Appropriated \$200,000 from the state Rail Freight Fund for rehabilitation and upgrading of rail lines.

Appropriated \$2,300,000 from the state Rail Freight Fund for acquisition of rail lines and related activities.

Repealed state law requirements for one year notice by state to take land owned by a railroad corporation when such a corporation is not operating a railroad within the Commonwealth.

Secretary of EOTC directed to take all necessary actions to acquire Consolidated Rail Corporation railroad line between the City of Attleboro and the Town of Sandwich.

Chapter 798 of the Acts of 1979

Appropriated \$90,000 from the state Rail Freight Fund for the acquisition of the East Bridgewater Secondary Track in the Town of East Bridgewater.

Chapter 732 of the Acts of 1981

Appropriated an additional \$1,000,000 for financial assistance for rail freight services for the period of January 1, 1976 through July 31, 1982.

Appropriated the final \$985,000 from the original \$4,500,000 authorized for the Rail Freight Fund for acquisition and rehabilitation of railroad freight lines.

Authorized an additional \$10,000,000 to be expended for acquisition

of rail freight lines of which \$5,000,000 was made available immediately and \$5,000,000 to be subject to subsequent appropriation.

Authorized an additional \$10,000,000 to be expended for rehabilitation of rail freight lines of which \$5,000,000 was made available immediately and \$5,000,000 to be subject to subsequent appropriation.

Authorized an additional \$20,000,000 for Rail Passenger Improvement purposes of which \$10,000,000 was made available immediately for projects including but not limited to the Inland Route, and \$10,000,000 to be subject to subsequent appropriation.

Funds made available for rail freight line rehabilitation purposes shall be subject to agreements between EOTC and private railroad companies which provides for repayment of a pro rata share of the cost of such rehabilitation projects.

Required that EOTC submit a plan for the establishment of a freight railroad system known as the "East of Cotley Junction" system to be operated by a single railroad company without an operating subsidy by the Commonwealth. Said plan to be submitted to the General Court by April 7, 1982.

Required that EOTC develop a detailed program for expenditure of the \$10,000,000 authorized by Chapter 732 for railroad freight line rehabilitation purposes. Said plan to be submitted to the General Court by April 7, 1982.

Directed that EOTC acquire Conrail and MBTA-owned lines required for restoration of railroad passenger service between New York City and Cape Cod and between Boston and Cape Cod.

Chapter 637 of the Acts of 1983

Extended the date for termination of the program for financial assistance for rail freight services from July 31, 1982 to June 30, 1985.

Appropriated \$10,000,000 from the Rail Freight Fund for acquisition and rehabilitation of railroad freight lines.

Appropriated \$10,000,000 from the Rail Passenger Fund for passenger rail transportation purposes.

APPENDIX C

DATA SOURCES

Section 266.15.c.1 of the Federal Rail Assistance Regulations requires a list of data sources used in preparing the State Rail Plan. A comprehensive bibliography was published in the 1980 and 1981-1982 State Rail Plan Update documents and they are hereby incorporated into this Update by reference.

Additional data sources utilized as source material for this Plan Update include, but are not limited to, the following:

Interstate Commerce Commission, Various Reports specified by Docket Number cited in this Rail Plan Update, 1983 and 1984.

Conrail, Unpublished Information Submittals, 1983 and 1984.

Boston and Maine Corporation, Unpublished Information Submittals, 1983 and 1984.

Boston and Maine Corporation, System Diagram Map, 1983.

T
R
t
s
c
l
he
wi
an
tw
me
de
mi
pro
Con
bid
sig
cap

APPENDIX D

Statement of Robert S. McKernan
Executive Representative of the Consolidated Rail Corporation
at the
Hearing on the
Massachusetts Draft State Rail Plan Update

Boston, November 8, 1984

On September 30th, in a letter to U. S. Secretary of Transportation Elizabeth Dole, a letter included in your State Rail Plan Update, Governor Dukakis suggested that additional time and consideration be given to the sale of Conrail.

The governor hailed what he called, "the significant sacrifices of (our) operating personnel," and called for "a continuation of (our) present structure under the remarkable leadership of (our chairman), L. Stanley Crane." There is now, he said, "a Northeast freight railroad which works well."

I am sure you can recall the days when this was not so... when our predecessors pleaded with you for all kinds of aid, and, despite all the help you gave, plunged into bankruptcy twice in little more than a decade.

Since 1976, however, thanks to employee dedication, management expertise, Federal loan funding, Congressional approval of deregulation and the support given by you, Conrail has turned a million-dollar-a-day loss into nearly a two-million-dollar-a-day profit. As a result, this summer the Government's plan to sell Conrail brought enthusiastic bidding.

In his letter to Mrs. Dole, Governor Dukakis said that if a bid included "an appropriate marriage between existing management, significant levels of employee ownership, and enough new outside capital to make the deal workable," he would support an orderly

sale now. But he did not see those vital conditions in the offers received up to that time.

I am here today to suggest that the bid components the Governor and the Rail Plan then sought exist now. In the past fortnight, Conrail management has publically recommended a broad-based financing package. It comprises additional employee ownership, a public offering of stock as a means of disposing of the Government's ownership, and retention of the present management with an independent board of directors.

We believe that this proposal not only meets the Governor's requirements, but is the best means of assuring the continuation of the Conrail service your state and your rail users need and want. Certainly it is far better than having the railroad's future main objective be the enhancement of short-term interests of a single owner.

I am appending to my statement the testimony given by our Executive Vice President, Robert Platt, at Senator Specter's hearing in Harrisburg late last month. It sets forth in more detail the plan and our comments on the other purchase proposals. We strongly urge that you review this in the light of the goals of your State Rail Plan and your transportation needs. We hope you will feel, as we do, that our management plan can offer the best guarantee of continued reliable and competitive freight service here and in the Northeast. We ask that you recommend it, in the Plan and in letters of support from Governor Dukakis and Secretary Salvucci to USDOT Secretary Dole and your elected representatives.

Testimony by Robert H. Platt
Executive Vice President-Finance and Administration
Consolidated Rail Corporation
before Senator Arlen Specter
Hearing at Harrisburg, PA
October 24, 1984

Thank you, Senator Specter.

I deeply appreciate the opportunity to come here to discuss the subject of how to move Conrail from government ownership to the private sector.

Secretary of Transportation Dole's September 11 announcement narrowed the DOT's list of prospective Conrail buyers to three. She asked the Justice Department to review the competitive impact of the Norfolk Southern offer, and the Treasury Department to review tax or financial questions raised by Norfolk Southern as well as Alleghany Corporation and the Marriott group. Because of that action, and with Congress having adjourned, Congress will not move on the matter of Conrail and specific enabling legislation until 1985.

Therefore, now is a good time for further dialogue, and today in my prepared testimony, I would like to cover the following areas:

- in brief, actions taken to get Conrail to where we are now, and lessons learned from the past;
- the importance of Conrail in Pennsylvania;
- actions taken by the DOT to move the sale process to where it is today, and concerns we have;
- finally, the perspective of Conrail management on a modified approach—what we believe is a viable alternative—to moving Conrail from government ownership to the private sector.

To briefly review Conrail's history: domino-like bankruptcies of Northeastern and Midwestern rail systems in the late 1960s and early 1970s; all parties agreeing that portions of the vital railroad freight service had to be preserved, government intervention and the creation of Conrail, Conrail startup on April 1, 1976 and five years of hard work to rebuild the physical structure (track and rolling stock), but cumulative losses of \$1.5 billion; then, Conrail management and others in the process confronting basic structural problems. The result: Conrail employees agreeing in 1981 to a wage increase concession plan,

demonstrating the employees' commitment to making Conrail viable, and that, in turn, proving to be a forceful argument with Congress leading to the passage of the Northeast Rail Service Act (NERSA) of 1981. This Act permitted Conrail to eliminate from its system unprofitable branch lines, transfer money-draining commuter service obligations to other operators, and reduce its work force in line with traffic levels—all goals sought by Conrail management to turn the company around.

Success for Conrail—as well as for other railroads—also came from another action by Congress, the Staggers Act of 1980, which lifted antiquated and burdensome regulation, and allowed railroads the opportunity to earn adequate profits.

So, all of the actions I've just mentioned have helped create a Conrail today which demonstrates profitability comparable to other large private-sector railroads in the country.

That profitability is worth noting here. In 1981, Conrail earned its first-ever annual profit of \$39 million, in 1982, net income was \$174 million; in 1983, the railroad earned \$313 million. Last week, we reported third quarter 1984 income of \$141 million, bringing our nine-month 1984 income to \$411 million—\$98 million more than we earned for the entire year of 1983. Full year 1984 income will be up to a half billion dollars—a \$900 million turnaround from 1978, when the company reported a loss of more than \$400 million!

Conrail's income in 1983 and 1984 is a tribute to the dedication and professionalism of all of our employees. More importantly, these favorable financial results demonstrate Conrail's ability to "go it alone" in a marketplace which has determined that there is a need for Conrail and its service.

But vigilance by all parties as the Conrail sale process moves forward will be absolutely necessary to assure continued viability. The lessons of past failure and actions to

bring about recent success have taught us that. Those lessons are: Conrail must be allowed to operate without regulations that stifle competitive actions. The Staggers Act must be preserved. Conrail management and its employees—working together—must retain the ability to make decisions bearing on the corporation's viability. Management must retain the ability to initiate actions to secure additional profitable business. At the same time, we must be able to take actions to make unprofitable business profitable—or leave it. Management must have the ability to deal directly with representatives of the employees to negotiate contractual agreements for wages and work rules which do not undermine Conrail's future viability, or the company's ability to react to competitive pressures. In addition, management must be able to utilize advancing technologies to produce efficiencies to maintain the company's competitive edge.

As you know, more of Conrail's activity is based in Pennsylvania than in any other single jurisdiction in which we operate.

More than a third (some 14,500) of our 40,000 employees work in Pennsylvania, with some 4,500 in Philadelphia alone; more than one-quarter of Conrail's route mileage is in Pennsylvania; and one-quarter of Conrail's capital spending for track maintenance and improvements has been invested in Pennsylvania.

Between 1976 and 1983, Conrail invested over a half billion dollars in track-related capital programs, including well in excess of \$100 million on our Harrisburg-Pittsburgh main line—one of the most heavily used rail corridors in the world. Pennsylvania and its economic future are closely intertwined with Conrail and what happens to it.

Therefore, I understand the deep concerns being expressed by you and others in government and industry about Conrail and its future.

The Sale Process—Many Share Concerns

Now, I would like to move on to the Department of Transportation's sale process of Conrail and some of the very real concerns we in Conrail management have about it.

First, let me speak to the goals of the DOT in the process. They are (1) leave Conrail in the strongest possible financial condition after a sale; (2) arrive at a sale which best preserves service to the states and shippers Conrail serves; (3) consistent with the first two goals, provide the maximum return to the taxpayer. These are worthy goals. But within the context of the goals, we do have doubts about the DOT sale process and list of finalists.

You expressed some of these concerns, Senator Specter, in your September 7 letter to Secretary Dole. Among the points you made were your expression of "serious concerns about the future operation of Conrail by a new owner" and that you had heard repeated concerns about what would happen if a new owner came into the picture contrasted with the very satisfactory current arrangements with Conrail. In addition you stated: "I continue to be very much concerned, as noted in my letter to

you of August 7, about retaining branch lines in places like upstate Pennsylvania. Again, Conrail's existing management has a good record on that important subject, and there is substantial doubt about what a future owner would do on that matter. Continuation of the current Conrail operation is also the preferable course for Conrail's existing labor force and overall operations which impact very heavily on Pennsylvania."

The concerns expressed so well by you are concerns that Conrail management shares. In specific regard to Norfolk Southern's interest in acquiring Conrail, our Chairman, L. Stanley Crane, has noted in the past his very real concern that such an acquisition would reduce railroad competitive service to shippers and would have serious anti-trust problems and probably result in a substantial reduction of jobs for Conrail employees. Our labor organizations have also expressed serious concerns relative to job reductions. As to competition, if you have two viable competitors—Norfolk Southern and Conrail—and you fold one into the other, you have a reduction in service and shippers have fewer options to choose from. If Conrail were operating in "red ink," and there were no economic justification for it to continue, a merger into the Norfolk Southern might be logical. But given Conrail's success, we do not find this a suitable solution and Conrail management opposes it.

With regard to the Allegheny Corporation and the Marriott group offers, while we are respectful of these companies, we seriously question the benefits of that ownership and most particularly the benefits of their contribution to the future of Conrail. As you know, their purchase offers are heavily dependent on Conrail's assets and credit capacity.

In specific regard to what Conrail has, and advantages to a buyer of such an acquisition, by the end of 1984 we expect to have cash or cash equivalents of at least \$800 million. By the end of September, Conrail had \$784 million, vs. \$710 million at the end of June. This is further evidence of Conrail's financial strength, for while cash continues to grow this year, we are concurrently carrying out a half billion dollar plus capital expenditures program. This level of commitment to the future of the business is essential, and has not been matched by the bidders. In addition, another tangible asset is some \$250 million in overfunded non-agreement employee pension funds. The company had total assets of \$5.7 billion at the end of 1983 and has an equity book value of \$3.5 billion. If in fact the Conrail debt to the government is forgiven (which, in the DOT scenario, would be offset by the surrender of tax-loss carry-forwards by the purchaser), our debt to equity ratio would drop to 22 percent, providing substantial debt leverage for a purchaser of Conrail. Earnings and cash flow could enable a new owner to recover a purchase price of \$1.2 billion—the number being put forth currently as the amount each of the three DOT finalists would pay—rather quickly from Conrail. Additionally, a single buyer could acquire the ability to borrow substantial sums against Conrail's credit rating and tend to lean toward the use of debt rather than equity

financing because equity might dilute his control. This could create a future burden for Conrail. Finally, the tax treatment of a buyer is uncertain. It is possible that income tax obligations of a buyer could be reduced or virtually eliminated for several years after purchase.

Two of the DOT-selected finalists intend to use Conrail's debt capacity to secure a significant part of the purchase price and to use several hundred million dollars of Conrail's own cash as part of their purchase price offer of \$1.2 billion. Obviously this is worthy of the closest scrutiny and examination. Therefore, the fact that you and other members of Congress have begun seriously considering other approaches to returning Conrail to the private sector is not surprising.

A Financing Program Including Public Offering

That brings me to the fourth key area I want to cover in my testimony today—what I believe is a viable modification, which gives the greatest assurance that Conrail *will* have a long-term future. That modification is a financing package which includes a public offering of Conrail stock. In our view, since \$7 billion of taxpayer money was the basis for the resurrection of Conrail, it is appropriate to provide taxpayers an opportunity to invest in Conrail's future. We think that after the government's huge investment in bringing Conrail to the healthy, robust state it is in today that it is inappropriate for one large entity or a limited group of individuals to be the sole beneficiary. But more important is what is best for the long term. Let's examine that vital consideration—and an approach, we believe, which serves everyone's best interest.

In your communication with Secretary Dole, Senator Specter, you said of a public offering: "A public offering would have the significant advantage of returning Conrail to private (sector) ownership while maintaining Conrail's management which has been so successful and which has been very solicitous of shippers' interests and the public's welfare generally."

I might note here that all other major freight railroads in this country—comparable in size and earnings to Conrail—operate successfully as publicly traded companies with a wide dispersal of stock, and with independent managements and independent boards of directors.

The point I'm leading to is that a broad-based dispersal of stock in Conrail to the public—with no single purchaser having perhaps more than a five to ten percent interest—will continue to allow management and employees and a board of directors the independence to act in the long-term interests of the company, and not potentially in the short-term interests of a single owner. Simply stated, Conrail management wants to be responsible for running the company under normal disciplines applicable to major corporate companies responsible to a corporate Board of Directors and owned by a broadly based American public.

One should never forget a very basic fact. Conrail management and its employees, spurred by a desire to continue Conrail as an economic entity and with the foresight

to do what was necessary to achieve that goal (making changes in the very structure of the company), brought Conrail to its present state. The self-interest demonstrated by all Conrail employees was based on a simple premise: survival. The point here is that those that can control Conrail's destiny best are Conrail's management and employees—the most highly motivated people in making sure Conrail does whatever is necessary in the future to remain viable, for their very livelihoods depend on it!

We in Conrail management are advocating the public offering concept because we believe that the resulting structure of the corporation will best serve the interests of the nation's economy and its transportation system, of the taxpayers who have made the investment which has brought Conrail to the point it is today, of the geographic area and the shippers Conrail serves, of its employees, and of its future stockholders. We do not understand why it is inequitable to take what has been developed and allow it to be purchased by a narrowly focused ownership which did not contribute to the achievement.

Based on extensive consultations with our financial advisor, Morgan Stanley, and with other financial and banking institutions, we believe that the government can achieve the primary goals I noted earlier through a program we shall discuss. In addition, we believe that a broad-based ownership would avoid antitrust and other legal problems as well as innumerable political problems.

The fact is that what is in place right now—Conrail as an operating entity serving its shippers in a highly effective manner and making substantial profits which are being plowed back into its physical plant and into service to enhance and sharpen its competitive ability—can best be preserved through public ownership.

Labor/Management Cooperation—A Foundation

There are several foundations on which any sale of Conrail must rest. One is rail labor's cooperation. That cooperation in a sale is tied to two major areas—one involves a contract covering wages and other matters for several years, and the second involves arriving at suitable terms for rail labor participation in additional ownership of Conrail (employees currently own 15 percent of the company under an ESOP plan). Until now, to the best of our knowledge, rail labor has not been able to reach an agreement with any of the three finalists selected by the DOT, although there have been extensive negotiations conducted by the multiple bidders.

I'm pleased to say that Conrail management is currently in discussions with rail labor on Conrail's future—including the aspects I've just discussed. We believe that ultimately the best course of action is for management and labor to reach agreements on these matters, because these two groups—as I already noted—can indeed control the long-term destiny of Conrail. If actions were taken by these two groups once to save a faltering company, actions can be taken again to preserve a thriving company for the long term. When management and labor do reach such

agreements—and I have every confidence that we will—I am sure that a financing program can be constructed which will include a significant public offering. Our financial advisor has told us that this can be done promptly and achieve the end results I've outlined.

Meeting DOT Goals

We in Conrail management believe that a financing program can involve any one of several scenarios, including participation of the current DOT-selected finalists, other interested parties (including customers and other railroads) as participants on the same basis, employees through additional stock ownership, and a public sale of remaining stock on an attractive basis to bring the desired return. As necessary, we have been advised that bridge financing can be provided which will not leverage Conrail imprudently yet will assure the federal government that it will receive payment for its 85 percent share of ownership all at one time and up front as DOT has indicated is necessary.

As I've noted here, we have had lengthy discussions with a number of parties in the financial community and we believe we can achieve their backing for a combined labor/management/other parties/public offering approach. The burden of proof rests on management and labor and those financial institutions to construct agreements which will bring about such an eventuality, and we welcome that challenge.

Now, one might perceive that the one scenario I've just described is inconsistent with the DOT approach to returning Conrail to the private sector. We don't believe that. We are encouraged by recent communications that the DOT is open to reasonable approaches to resolving the matter which may include one or more of the current finalists. That too is subject to negotiation with the parties. To meet the long-term goals of the DOT, what we should want for the future of Conrail are investors seeking capital gain through reasonable dividends and stock appreciation based on the company's performance—not the possibility of a new single owner, restrictive covenants aside, having "carte blanche" in the near or long term.

We firmly believe that all of what I just described can be accomplished. What is most important is this: A decision must be made that is based on the best long-term interests of the transportation infrastructure of the nation, the region and shippers Conrail serves, its employees, and what best serves the Congressional intent in the early 1970s in embarking on the whole process which led to a successful

Conrail. The decision must also recognize the legitimate public concern that there must be protection against ultimate ownership by unacceptable interests, and there is ample precedent in the government sale of COMSAT and the "privatization" of British companies by that government to achieve that goal. We believe in the concept we have described—and we believe that we can work to make it become a reality.

We also hope that we can be persuasive that broad based ownership is preferable to a single-owner/controlling interest concept. This reduces or eliminates the need of restrictive covenants intended to protect against the predatory interests of a single buyer, but which encroach on management prerogatives, decrease the value of Conrail to any buyer, and reduce the ability of management to respond to changing economic conditions. And, it gets the government out of the railroad business through a single financial transaction. In addition, we also believe that even if a public offering-structured sale achieves *only* an amount equal to the \$1.2 billion current bids, the desired result of the creation of any entity serving the public interest for the long term will be in everyone's best interest.

Finally, a public offering plan would provide an enhanced and permanent equity base and an appropriate financial structure with great flexibility and debt capacity. In addition, it concludes the sale process and does not simply "warehouse" Conrail for a period of years until a controlling buyer can reap a windfall profit financed by the taxpayers' investment. From inception it provides employee ESOP holdings both liquidity and dividends.

Ultimately, a consensus will be reached by the key parties to the process in determining the form of a Conrail sale. But what has already been accomplished is vitally important: Conrail has proven that it can survive and thrive in the marketplace. Its management and employees are seasoned professionals and they have made the necessary sacrifices to reach this point, and *have* learned the lessons of past failures. Conrail's shippers continue to be highly satisfied with our service and our willingness to compete for their traffic with innovative ideas and pricing.

Conrail's success to date lays an important foundation for its private-sector future. Our success is a starting point for building further. I am confident that all the parties to the sale process recognize that fact, and will be guided by it as decisions are made on how best to move Conrail into the private sector. Thank you for the opportunity today to state Conrail management's position on the matter.

I'll be glad to take questions, Senator Specter.

CONRAIL



Six Penn Center Plaza

EXECUTIVE OFFICE OF COMMUNITIES & DEVELOPMENT



Michael S. Dukakis, Governor

Amy S. Anthony, Secretary

October 16, 1984

Mr. Paul E. McBride
Assistant Secretary
Executive Office of Transportation
and Construction
10 Park Plaza, Room 3510
Boston, MA 02116-3969

Dear Mr. McBride:

The State Clearinghouse has received a copy of the
Massachusetts Draft 1983-1984 State Rail Plan Update.

As the Governor's designated State Clearinghouse, a
brief summary of your document has been published in the
Review Monitor which is distributed to over fifty State
agencies. Any interested agency was provided with the
opportunity to evaluate your proposal for consistency
with its particular policies and objectives.

Thank you for your cooperation during this review.

Sincerely,

A handwritten signature in dark ink, appearing to read "Gerald St. Hilaire", written in a cursive style.

Gerald St. Hilaire
Assistant Secretary

JSt.H/lm

The Boston Herald, Wednesday, October 31, 1984

Legal Notice

**THE COMMONWEALTH
OF MASSACHUSETTS
EXECUTIVE OFFICE
OF TRANSPORTATION
AND CONSTRUCTION
NOTICE OF A**

PUBLIC HEARING

A Public Hearing will be held in Boston, Massachusetts by the Executive Office of Transportation and Construction (EOTC) relative to the Draft 1983-1984 State Rail Plan Update.

WHERE: State Transportation Building, Second Floor Conference Room No. 4, 10 Park Plaza, Boston, Massachusetts.

WHEN: Thursday, November 8, 1984 at 10:00 A.M.

PURPOSE: The Public Hearing will provide the public an opportunity to comment on the proposed 1983-1984 State Rail Plan Update. All views and comments made at this hearing will be reviewed and considered in developing a final version of the 1983-1984 State Rail Plan Update.

The document has been prepared by the EOTC rail staff in accordance with Section 266.15 of the Federal Code of Regulations as required under the Local Rail Service Assistance Act of 1978. Copies of the draft report are available for inspection at the Regional Planning Agencies with the Commonwealth of Massachusetts. Copies will also be available for inspection at the time and place of the public hearing.

Written comments may either be submitted at the public hearing or at any time prior to November 15, 1984. Written comment not filed at the public hearing should be forwarded to:

Paul E. McBride, Assistant Secretary, Executive Office of Transportation and Construction, 10 Park Plaza, Boston, Massachusetts 02114-3969.

Frederick P. Salvucci, Secretary of Transportation and Construction, Boston, Massachusetts.



MASSACHUSETTS STATE RAIL PLAN
MAP II-3

BOSTON and MAINE CORPORATION
ROUTES in MASSACHUSETTS

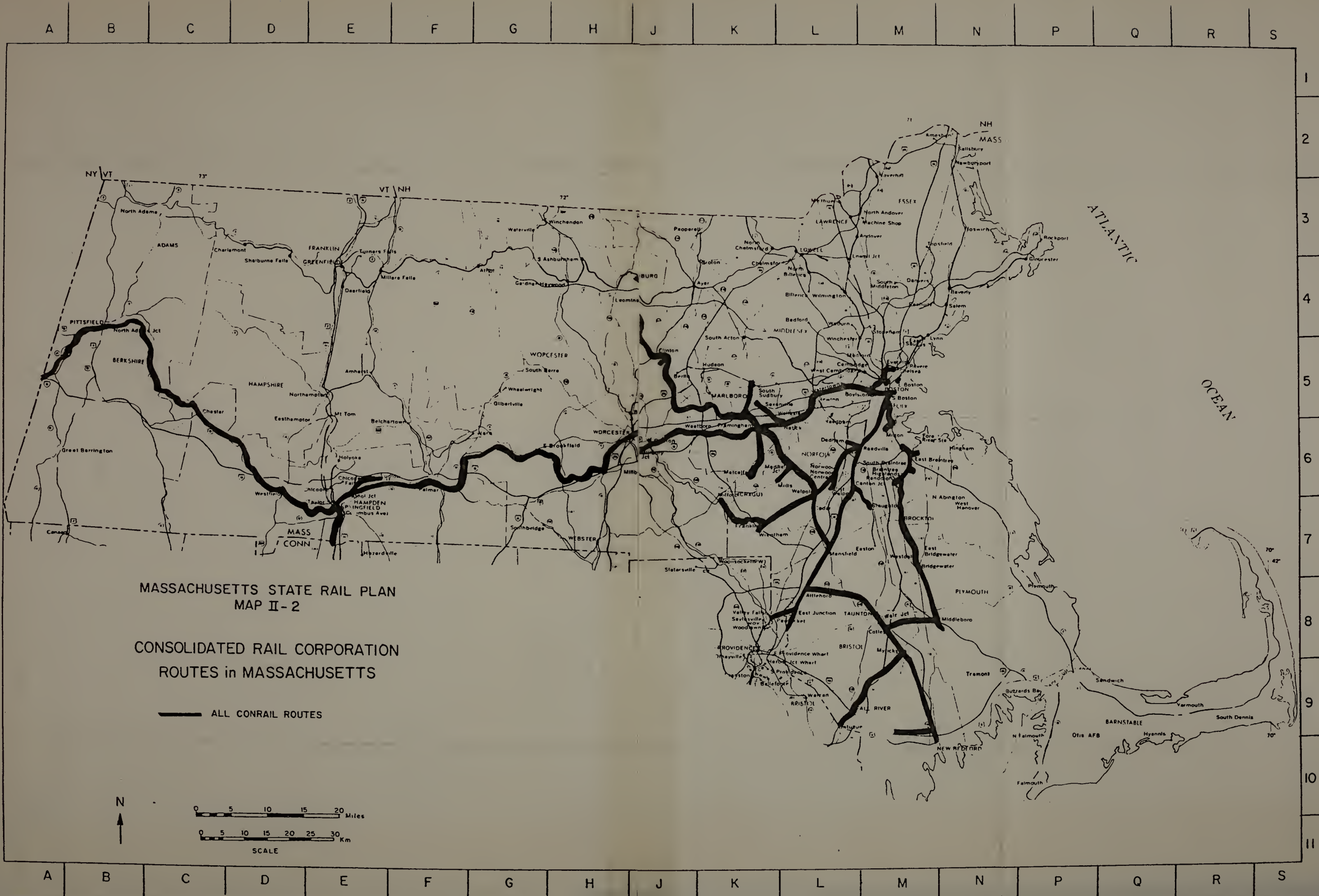
— ALL B&M ROUTES (Excluding lines
limited to contract passenger service)



0 5 10 15 20 Miles

0 5 10 15 20 25 30 Km

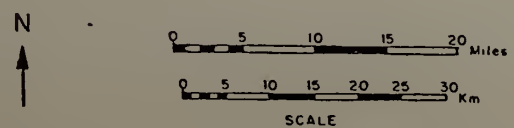
SCALE



MASSACHUSETTS STATE RAIL PLAN
MAP II - 2

CONSOLIDATED RAIL CORPORATION
ROUTES in MASSACHUSETTS

ALL CONRAIL ROUTES

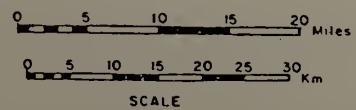


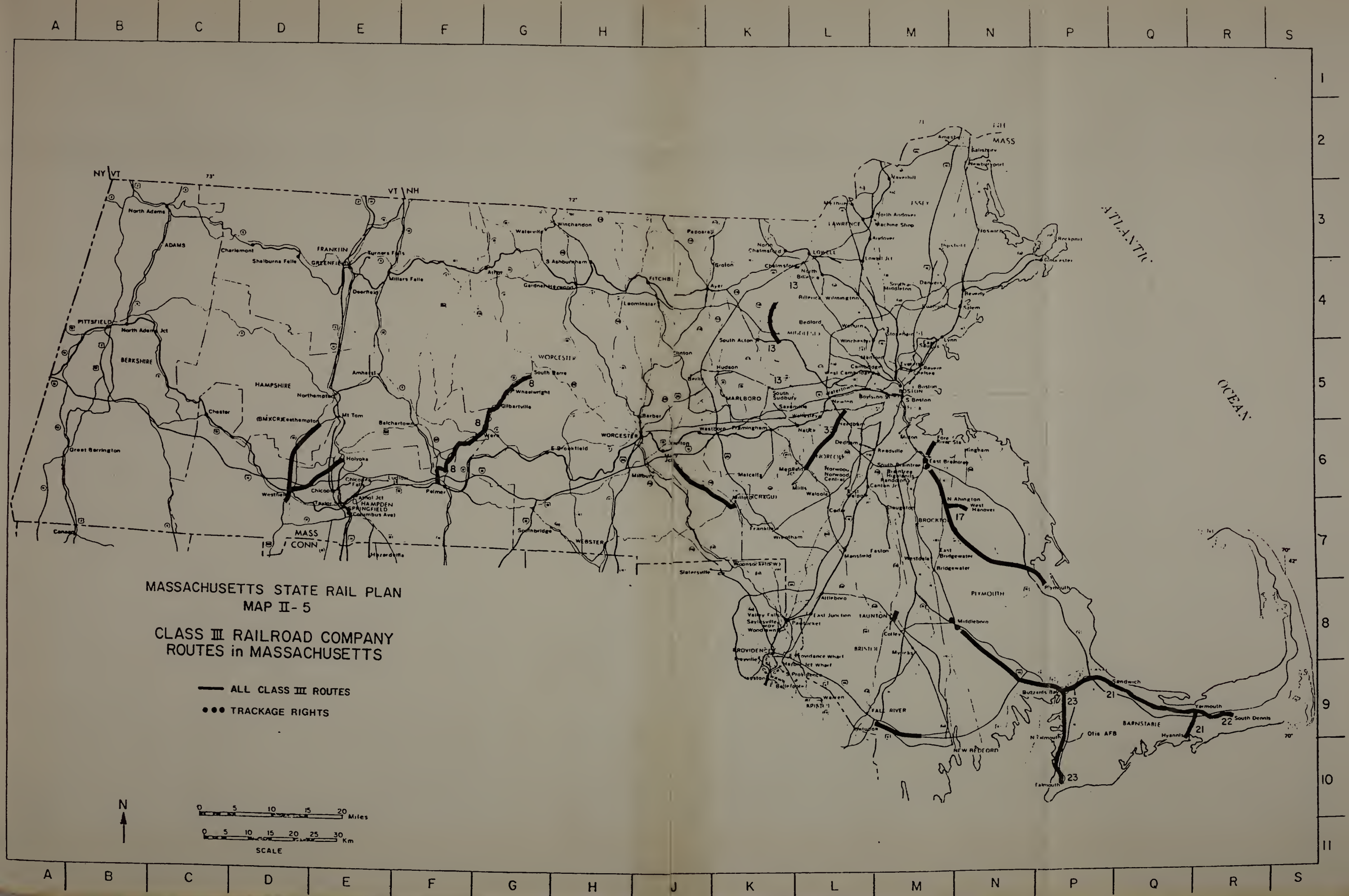


MASSACHUSETTS STATE RAIL PLAN
MAP II-1

RAILROAD and HIGHWAY
SYSTEMS IN MASSACHUSETTS

- RAILROADS
- HIGHWAYS





MASSACHUSETTS STATE RAIL PLAN
MAP II- 5

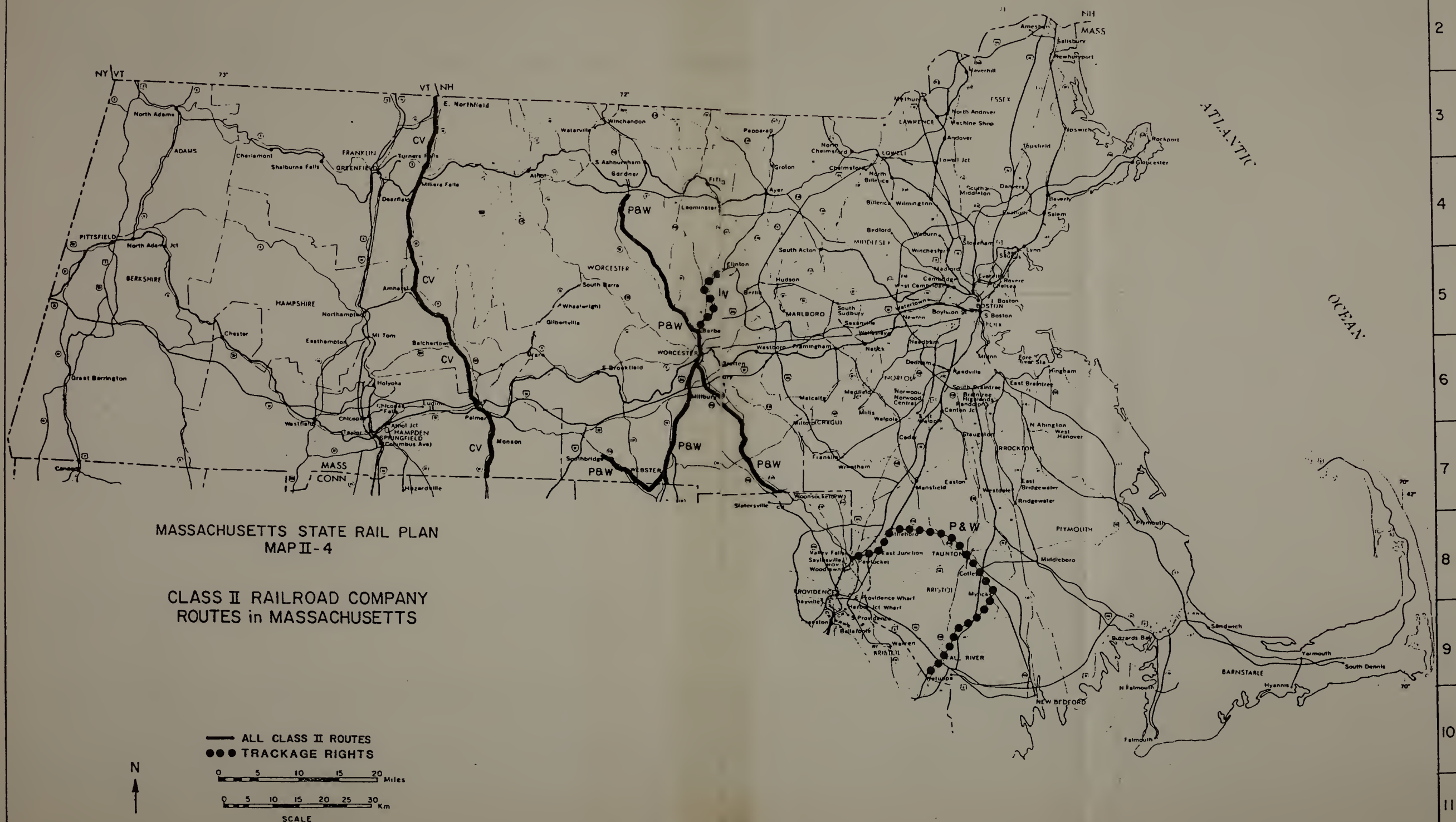
CLASS III RAILROAD COMPANY
ROUTES in MASSACHUSETTS

- ALL CLASS III ROUTES
- TRACKAGE RIGHTS



0 5 10 15 20 Miles

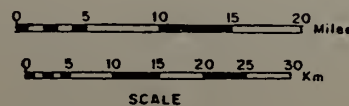
0 5 10 15 20 25 30 Km
SCALE



MASSACHUSETTS STATE RAIL PLAN
MAP III-1

RAIL PASSENGER SERVICE
ROUTES in MASSACHUSETTS

- ALL RAIL PASSENGER ROUTES.
- ⊙ MBTA COMMUTER RAIL ROUTES
- ≡ AMTRAK INTERCITY RAIL ROUTES

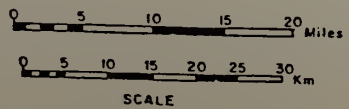




MASSACHUSETTS STATE RAIL PLAN
MAP VI-1

RAIL RIGHTS OF WAY OWNED BY
STATE or MBTA

- ACTIVE
- ABANDONED
- TEMPORARILY ABANDONED



ACME
RECORDING CO., INC.

OCT 28 1930

10 CAMBRIDGE STREET
CHARLESTOWN, MASS.

